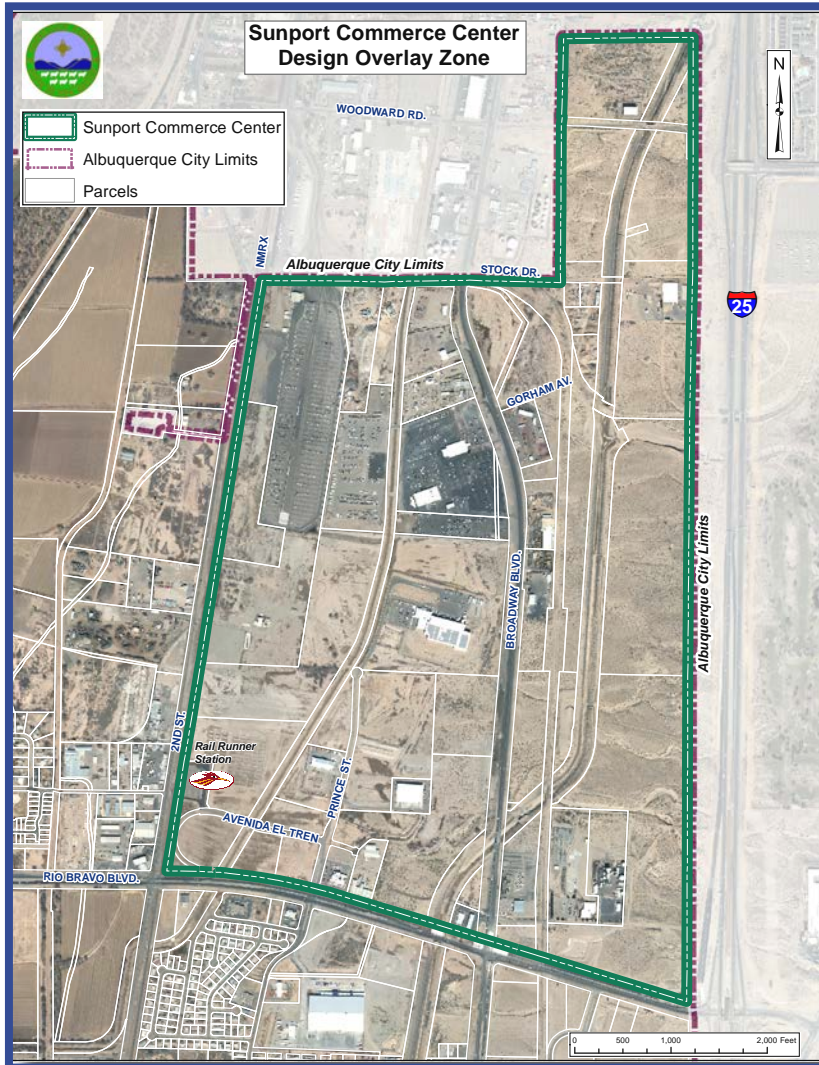




SUNPORT COMMERCE CENTER

Design Overlay



Adopted by the Board of County Commissioners May 14, 2019

The Sunport Commerce Center Design Overlay
was prepared by:



Bernalillo County
Planning and Development Services

SUNPORT COMMERCE CENTER

Design Overlay





BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ORDINANCE NO. 2019 49

**AMENDING THE ZONE MAP OF BERNALILLO COUNTY AS SHOWN IN
ORDINANCE NO. 213 APPENDIX A, AS AMENDED.**

The zone map is hereby amended to adopt the Sunport Commerce Center Design Overlay Zone (DOZ), as called out in Part II of the DOZ Plan, located east of Second. St. SW, north of Rio Bravo Blvd. SW, west of I-25, and south of Woodward Blvd. SW, within the unincorporated area of Bernalillo County and zoned M-1 and M-2, and containing approximately 840 acres (M-14, N-14, P-14, M-15, N-15, P-15).

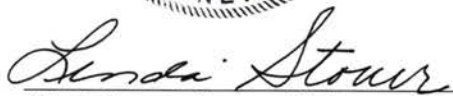
**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF
BERNALILLO COUNTY, NEW MEXICO** this 14th day of May, 2019.

APPROVED AS TO FORM

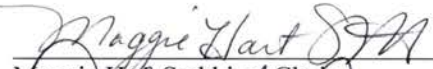

W. Ken Martinez, County Attorney




ATTEST


Linda Stover, County Clerk

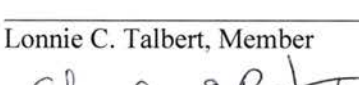
BOARD OF COUNTY COMMISSIONERS


Maggie Hart Stebbins, Chair


Debbie O'Malley, Vice Chair


Steven Michael Quezada, Member


Lonnie C. Talbert, Member


Charlene E. Pyskoty, Member



BERNALILLO COUNTY

BOARD OF COUNTY COMMISSIONERS

ADMINISTRATIVE RESOLUTION NO. 2019-45

1 **ADOPTING THE SUNPORT COMMERCE CENTER DESIGN OVERLAY (DOZ),**
2 **WHICH ESTABLISHES A DESIGN OVERLAY FOR ALL NEW DEVELOPMENT**
3 **LOCATED EAST OF SECOND. ST. SW, NORTH OF RIO BRAVO BLVD. SW, WEST OF**
4 **I-25, AND SOUTH OF WOODWARD BLVD. SW, AND CONTAINING**
5 **APPROXIMATELY 840 ACRES, TO ENHANCE FUTURE DEVELOPMENT AND TO**
6 **ENCOURAGE ECONOMIC DEVELOPMENT OPPORTUNITIES IN THE PLAN AREA.**
7

8 **WHEREAS**, Section 20.A.2 of the Bernalillo County Zoning Code authorizes the
9 Board of County Commissioners to adopt a design overlay zone provided that specific
10 criteria are met for a plan area; and

11 **WHEREAS**, the Sunport Commerce Center area meets the criteria of Section 20.A.2 ;
12 and

13 **WHEREAS**, a public review process was followed that included staff, agencies,
14 neighborhood associations and property owners; and

15 **WHEREAS**, the DOZ represents a balance between the various interests in the Plan area;
16 and

17 **WHEREAS**, there is a desire to mitigate the impact of the allowed industrial uses on
18 nearby residential uses, to encourage high quality development, and to promote economic
19 development opportunities in the region; and

20 **WHEREAS**, the DOZ contains clear design standards required of an overlay zone, and
21 does not require complete design control of development; and

22 **WHEREAS**, Bernalillo County recognizes that the DOZ is more advantageous to the
23 community, as articulated in the Albuquerque/Bernalillo County Comprehensive Plan and
24 Southwest Area Plan; and

25 **WHEREAS**, the County Planning Commission, in its advisory role in the matter of new
26 Design Overlay approval, reviewed and recommend adoption of the Sunport Commerce Center
27 Design Overlay Zone at a public hearing held on April 3, 2019, based on nine findings as
28 provided in the Notice of Decision for SPR2019-0001, dated April 4, 2019.
29



CONTINUATION PAGE 2, RESOLUTION NO. 2019-45

NOW, THEREFORE, be it resolved by the Board of County Commissioners, the governing body of the County of Bernalillo, that the attached Sunport Commerce Center Design Overlay Zone is hereby adopted in accordance with Section 20 of the Bernalillo County Code to promote and guide development east of Second. St. SW, north of Rio Bravo Blvd. SW, west of I-25, and south of Woodward Blvd. SW, and to implement the applicable goals and policies of the Albuquerque/Bernalillo County Comprehensive Plan and the Southwest Area Plan be adopted this 14th day of May 2019.



BOARD OF COUNTY COMMISSIONERS

Maggie Mart Stebbins
Maggie Mart Stebbins, Chair

Debbie O'Malley
Debbie O'Malley, Vice Chair

EXCUSED

Steven Michael Quezada, Member

EXCUSED

Lonnie C. Talbert, Member

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APPROVED AS TO FORM:

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W. Ken Martinez, County Attorney

ATTEST:

Linda Stover
Linda Stover, County Clerk



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Acknowledgements

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Executive Summary

This document sets forth a design overlay zone for a specific area within the South Valley of Bernalillo County. The Sunport Commerce Center Design Overlay Zone (DOZ) is a set of design standards that applies to all parcels that lie between 2nd Street to the west, Woodward Road and Stock Drive to the north, Interstate 25 to the east, and Rio Bravo Boulevard to the south (See Exhibit A, Vicinity Map and Exhibit B, Sunport Commerce Center Design Overlay Zone Boundary Map). The area covers about 800 acres with fifty percent (50%) of land still vacant. The majority of the land has M-2 zoning allowing for industrial uses.

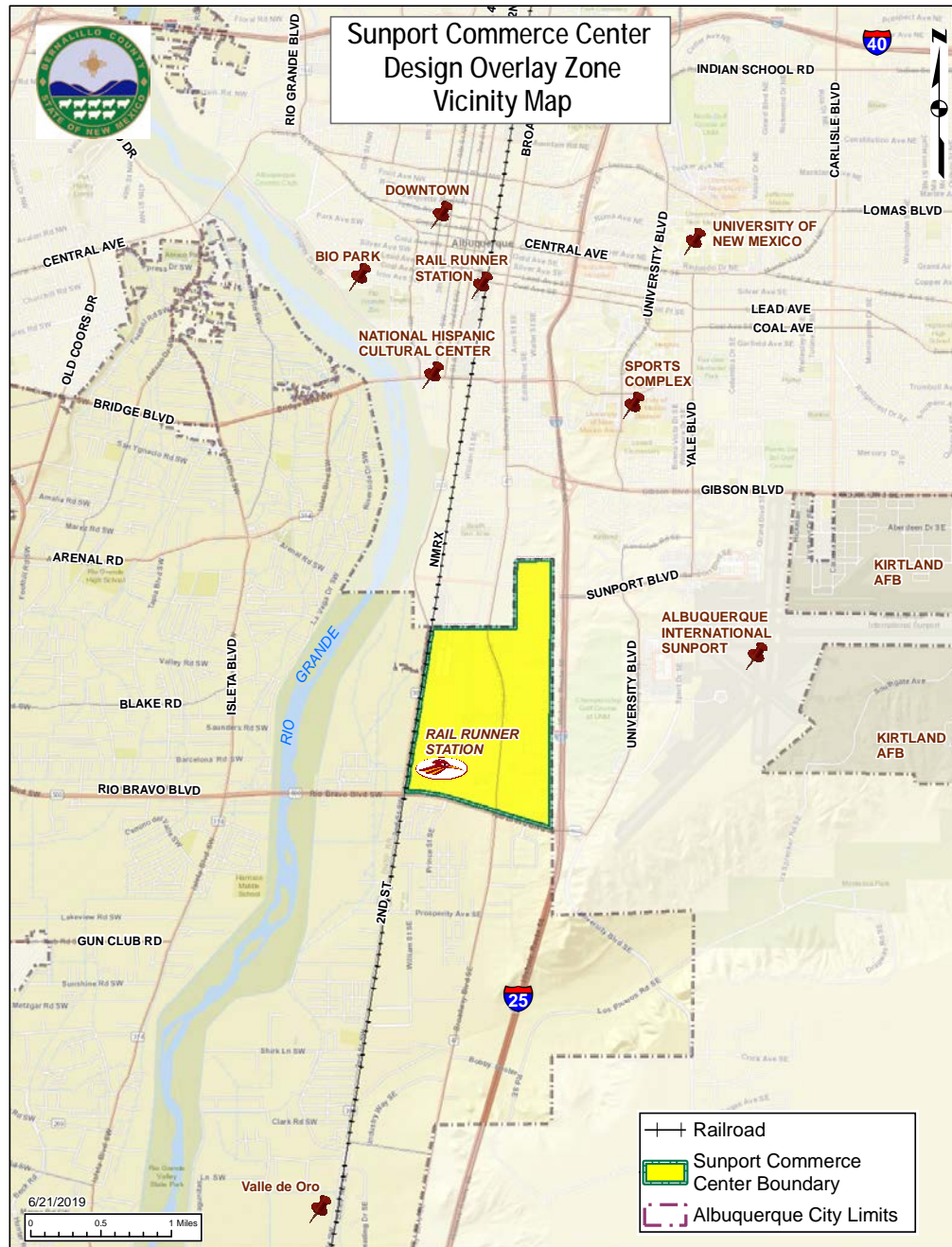


Exhibit A: Vicinity Map



For years there have been land use issues in the community where the Sunport Commerce Center is located. Such issues are due to the proximity of industrial and residential land uses next to each other. At the same time, more recently, there has been and continues to be initiatives to address these challenges. In addition to this design overlay zone, the County has other projects relating to transportation needs and environmental concerns in the area. In addition, there are economic development opportunities available in and around the plan area. Given the current trends, it appears that a design overlay zone is the most appropriate strategy at this time to encourage high quality development.

This document provides:

- An overview of a Design Overlay Zone and justification for implementation within the plan area
- Describes the community planning process to complete the Design Overlay Zone plan
- An analysis of the existing land use conditions
- A set of regulatory design standards that are applicable to all land in the DOZ
- An explanation of how the design standards will be implemented
- An overview of agencies with interest and/or regulatory authority in the DOZ and their development requirements or preferences

The essence of this plan is the design standards. This plan puts forth a set of design standards to help mitigate the negative visual impacts that may come with heavy industrial uses, while promoting a highly functional industrial park setting complementing the surrounding area. The design standards address building architecture as well as site plan elements like landscaping, parking, lighting, and signage.

In addition, this planning document references the *Sunport Commerce Center Transportation Plan* that was adopted by Bernalillo County concurrently with the design standards. The purpose of the Transportation Plan is to identify a proposed Complete Streets road network through the Sunport Commerce Center in order to better connect the entire plan area to the region, and to provide vehicular access to parcels within the plan area. The Transportation Plan promotes a circulation network that is essential to the successful development of the Sunport Commerce Center.

This document is divided into three parts. Part I provides background information regarding existing conditions, the policy framework, and a reference to the corresponding Transportation Plan. Part II is the heart of this document providing the design standards that apply to all parcels within the plan area. Part III provides pertinent information from development review agencies and departments. This last section of the document also provides resources relating to economic development and recreation opportunities and connections in the plan area.

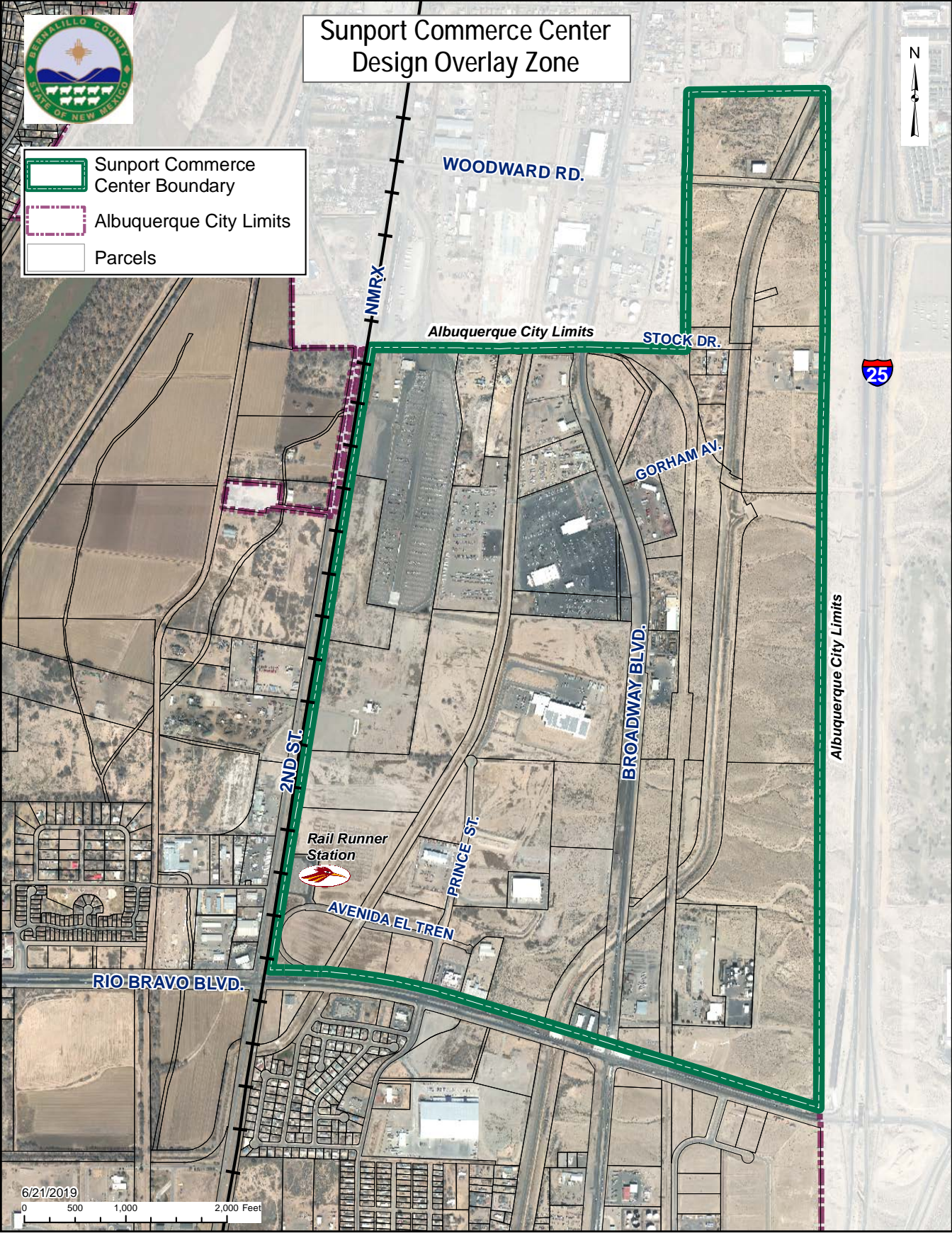


Exhibit B: Sunport Commerce Center Design Overlay Zone



Purpose, Justification and Goals

Plan Purpose

The purpose of the Sunport Commerce Center Design Overlay Zone (DOZ) is to positively influence development patterns in the plan area in an effort to shape and enhance the character and the identity of the area. The DOZ covers an approximately 800-acre area located west of 2nd street, north of Rio Bravo Blvd., west of the I-25 freeway, and generally south of Woodward Blvd. following the City-County boundary line. This area is defined geographically but also has a recognizable history and development patterns. It still has vacant land that makes it amenable to a DOZ. Because the area is already zoned M-1 and M-2, for industrial uses, a DOZ is an appropriate way to encourage high quality design and development.

What is a design overlay zone?

A Design Overlay Zone is a land use tool enabled by Section 20 of the Bernalillo County Zoning Code that provides for additional design standards above the minimum Zoning Code requirements for a specific area. The Bernalillo County Commission approves a Design Overlay Zone by ordinance based on meeting the required criteria. An overlay zone may be used for areas, which deserve special design guidance but do not require complete design control of development; areas so zoned shall be at least 320 acres in size. The overlay zone must meet at least two of the following three conditions:

- Contain highly scenic natural features or physical setting, or have highly significant views.
- Have development potential, which is likely to require unusually complex coordination of flood control, transportation, open space, and urban land uses.
- Have a strong role in the development of the form of the metropolitan area: arterial street, corridors, or critical areas near urban centers or historic zones.

Justification for the Plan

Establishment of a the Sunport Commerce Center Design overlay Zone is appropriate because it meets the minimum criteria of the Zoning Code. The overlay tool will also help to address historic land use issues between the residential and industrial land in the broader Mountain View and San Jose communities. The DOZ maintains all existing industrial zoning but also adds additional standards of development in order to elevate the form and appearance of industrial development. The plan area is approximately 840 acres and meets the required criteria in the following manner:

- Gateway to the Region: The location of the Sunport Commerce Center is the first significant area encountered by travelers heading north on I-25 and by travelers exiting the region. Thus, the plan area has the potential to perform as an important gateway to the Albuquerque region.
- Highly Scenic Natural Features: The plan area is flanked by the Rio Grande River and Bosque to the west and the Sandia Mountains to the east. As such, it is important that the built environment complement these highly scenic views.
- Proximity to Valle de Oro National Refuge: The Sunport Commerce Center is within the closest activity center to the Valle de Oro National Refuge. Coordinated development of the Sunport Commerce Center will benefit and support local, regional and national tourism to this facility.



- Complex Coordination: Development of the area requires unusually complex coordination due to the presence of the South Diversion Channel, San Jose Drain, presence of major rail and electric utility facilities, and a lack of public roads through the plan area. Indeed this DOZ plan has a corresponding *Sunport Commerce Center Transportation Plan* aimed at addressing transportation deficiencies and opportunities.
- Economic and Employment Hub in the Region: The plan area has the potential to develop as an important employment hub and activity center in the metropolitan area given its proximity to downtown, Mesa del Sol, Kirtland Air Force, Sandia National Labs, and the Valle de Oro National Refuge. In addition, the proximity to the airport, interstate freeway, and rail facilities provide for significant local, regional, national and international transportation networks to support an employment hub at this location.

Plan Purpose & Goals

This document has been developed to inform owners, builders, architects, and designers, along with neighbors, of new requirements that will need to be reflected in the preparation of building plans for development within the plan area. The intent is to establish a baseline of design that will result in a more attractive and cohesive built environment. The following are goals of this plan:

- To physically reinforce the identity and character of the South Valley, the nearby Rio Grande Bosque, and the Valle De Oro National Wildlife Refuge
- To strengthen existing communities through revitalization by supporting economic activity that generates new jobs for area residents
- To establish the Sunport Commerce Center as a primary gateway into Albuquerque
- To foster the Commerce Center's design to reflect the setting between the agricultural lands of the Rio Grande Valley and the international commerce of the urbanized region
- To strengthen multi-modal connectivity within the Design Overlay zone area and to nearby nodes of activity
- To promote sustainable development standards

Design Guidelines

This plan sets standards for an overlay zone above the requirements of the existing and underlying zoning. The existing M-1 and M-2 zoning will remain and the basic zoning requirements of the Zoning Code will apply unless otherwise specified. The Sunport Commerce Center Design Overlay Zone provides additional requirements for:

- Site design
- Buildings and architecture
- Parking
- Landscaping
- Signage
- Lighting
- Screening of utilities



PART I- BACKGROUND

Work on the Design Overlay Zone has been ongoing for several years. Prior to 2018, county staff had worked with a consultant to identify the plan area and design preferences. Beginning in 2018, the community planning process was initiated to include the various stakeholders.

1.0 Community Planning Process

Interest in planning for this area dates back several years. In 2018, the public process was initiated to develop a set of regulatory design standards to shape the form of development in the plan area.

The planning process for the DOZ consisted of many meetings to determine needs, priorities and considerations for creation of the design standards. Staff met with fourteen (14) agencies and departments, within and outside of the Bernalillo County government, in order to understand the existing conditions and to incorporate specific design standards applicable to the plan. Staff also reached out to community leaders, including significant landowners, within the plan area, to introduce the planning concepts. Via a working group meeting format, staff also obtained input regarding the proposed design standards. Community leaders that were invited to participate in the planning process represented the following registered neighborhood associations:

1. Mountain View Commercial Property Association
2. Mountain View Neighborhood Association
3. Mountain View Community Action
4. San Jose Neighborhood Association
5. South Valley Coalition of Neighborhood Associations
6. South Valley Alliance





The following is a summary of the meetings:

Sunport Commerce Design Overlay Zone Meetings: Agencies, Departments and the Public			
Count	Meeting Type	Date	Number of Participants
1-14	Agency /Department Meetings	14 meetings from September 2018 through January 2019	25
15	Community Leaders	November 13, 2018	7
16	Community Leaders	November 14, 2018	9
17	Community Leaders	November 14, 2018	6
18	Community Leaders	November 15, 2018	3
19	Working Group with leaders	December 13, 2019	5
20	Working Group with leaders	December 13, 2019	7
21	Working Group with leaders	December 20, 2019	11
22	Working Group with leaders	January 8, 2019	7
23	Public Meeting	February 7, 2019	15

Public hearings are also required before the County Planning Commission (CPC) and Bernalillo County Commission (BCC), prior to the Design Overlay Zone adoption.

2.0 Context/Existing Conditions and Opportunities

The plan area is centrally located east of the Rio Grande River, in the South Valley of the County and adjacent to the City of Albuquerque southern limits (see Exhibit B). The plan area is located west of the Albuquerque International Sunport. The plan area contains part of the San Jose Neighborhood, Mountain View Neighborhood, and many longtime and historic landowners and businesses. Other important entities and agencies that have facilities or own land in the plan area include AMAFCA, MRGCD, PNM, NMDOT, and the Burlington Northern & Santa Fe Railway Company. The location and the quantity of vacant land has made this area increasingly desirable for industrial park development.

2.1 The Surrounding Area

The location of the plan area is suitable for continued industrial and manufacturing land uses given the land development patterns, zoning and the proximity of the study area to existing and planned transportation networks and infrastructure.

The area north of the plan area is within the City of Albuquerque limits and is developed with similar industrial, manufacturing and warehouse uses.

Land adjacent and south of the plan area has M-2 zoning and is developed with a mix of industrial/manufacturing uses as well as one medical establishment and one veterinary service establishment. There is a residential neighborhood beyond the parcels adjacent and south of Rio Bravo .

The I-25 Interstate Freeway is located east of the study area.

Properties adjacent and west side of 2nd street have M-2 zoning and are developed with commercial service, industrial/manufacturing and warehouse uses. There are some undeveloped parcels along the west side of 2nd street directly across the plan area. In addition, there is a pocket of residential homes



approximately 1,000 feet west of 2nd street and north of Rio Bravo Boulevard containing approximately 120 dwellings. A portion of this neighborhood pocket, having 76 homes, is relatively new, and was approved as a Planned Development Area in the year 2000. The upper portion of this residential pocket, the Rossmoor addition, has been around since at least the early 70's.

There are a mix of residential, commercial, and industrial land uses in the broader area surrounding the plan boundaries. The purpose of the DOZ is to help shape future development in the area in order to respect and complement the existing and surrounding land uses, while supporting development of the area as an economic and employment hub.

2.2 Existing Land Uses

Currently there are seventy-one (71) parcels in the entire DOZ, which constitutes 843 acres in all. Parcels range in size from approximately half of an acre to 85 acres in size. Fifty-five percent (55%) of parcels are undeveloped, thirty-five (35%) of parcels are currently used for commercial & industrial land uses and only ten percent (10%) of land is currently dedicated to roads.

The plan area is developing as a predominantly industrial and manufacturing area as exemplified by the presence of various businesses described as:

- Wholesale food service distributor
- Warehousing
- Construction equipment (retail, sales, parts, service)
- Railroad auto facility
- Wholesale vehicle auction operator
- Asphalt installation, maintenance and repair
- Large scale pallet and shipping container recycling plant
- Stone fabrication
- Chemical distributor
- PNM power station and hub with infrastructure corridors within the plan area
- There is a minimal presence of commercial establishments offering retail, services or goods to the community. Currently there is a bank and gasoline service station within the plan area along Rio Bravo Boulevard.

2.3. Existing Zoning

The Sunport Commerce Center DOZ applies to all areas within the boundaries of the plan. In addition the Bernalillo County Zoning Code will continue to regulate land in the study area zoned as M-1 and M-2 (see Exhibit C). It is important to note that a majority of the land in the study area is zoned M-2, Heavy Manufacturing Zone (92%) , with a smaller portion of the study area zoned for M-1, Light Industrial Zone (8%).

The M-2 Zone is the County's most comprehensive zone category, allowing for more than 130 uses including:

- Heavy Manufacturing uses M-2 (Permissive)
- Light Industrial Zone M-1 (Permissive and Conditional)
- Community Commercial C-2 (Permissive and Conditional Uses)
- Neighborhood Commercial C-1 (Permissive and Conditional Uses)
- Office and Institutional Zone O-1 (Permissive Uses)

Given that the existing M-2 zone offers the most intense uses in the County, frequent requests for Special

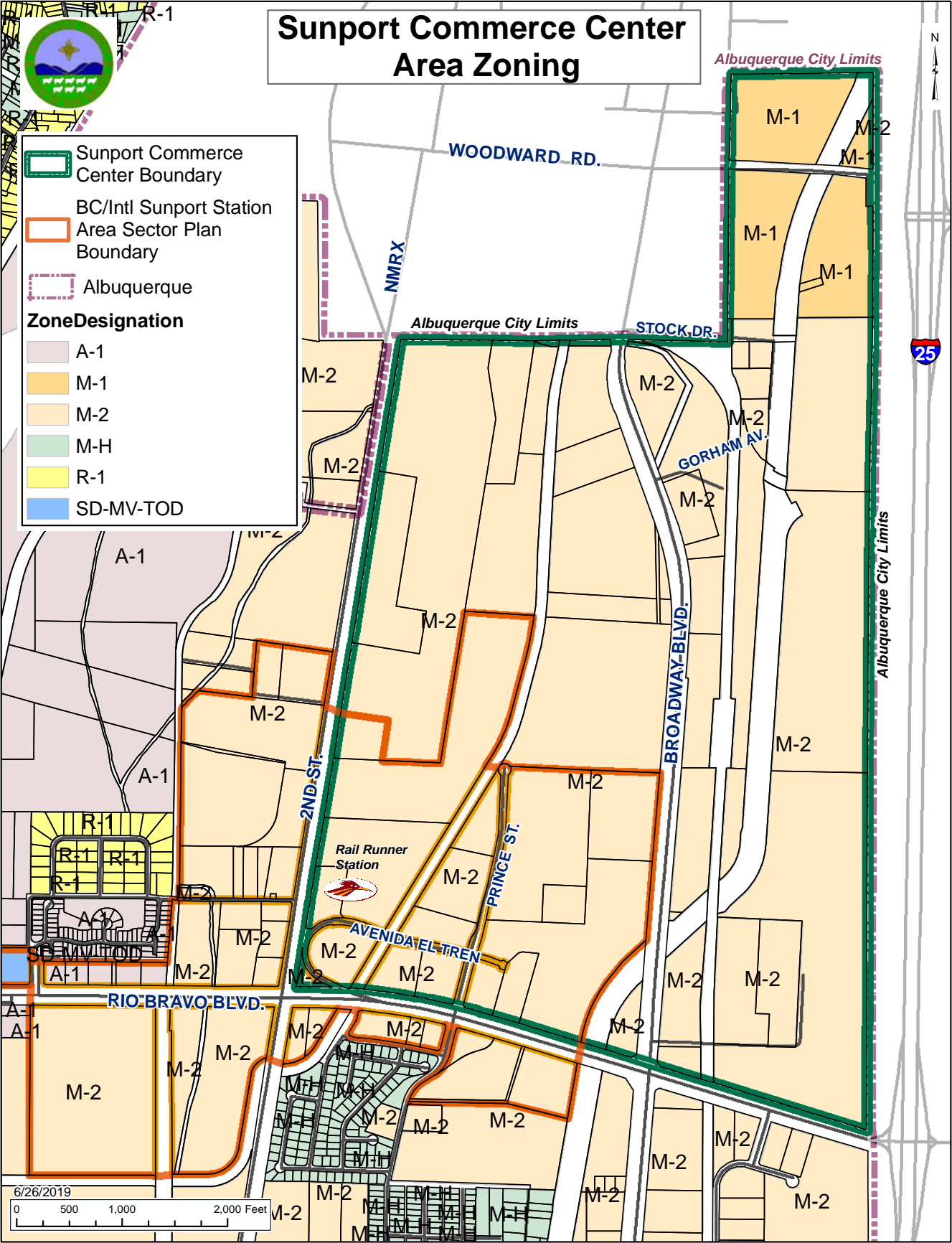


Exhibit C: Sunport Commerce Center Area Zoning



Use Permits are not anticipated within the study area. However, requests for Special Use Permits may be made for the uses listed in Section 18.B of the Zoning Code.

The M-1 and M-2 zones do not allow residential uses and certain institutional uses (libraries and churches).

Currently, there is one Special Use Permit approved for a Radio Tower. This special use permit also allows for the PNM electrical facility that is located at the southeast end of the DOZ area.

2.4 Ownership Trends

Although there are over 800 acres of land within the plan area, there are a limited number of owners. This provides great opportunities for coordination of development. Approximately 55% of land in the study area is currently vacant. There are 19 landowners who own this vacant land. The largest landowner of vacant land owns 39% of vacant land. Therefore, there is an opportunity for the design standards to positively shape the development form of the area given the current ownership trends.

2.5. Infill Project/Existing Infrastructure

The DOZ is located next to key regional transportation networks including the I-25 freeway, Albuquerque International Sunport, Rail Runner Train Station, 2nd Street, Broadway Boulevard, and Rio Bravo Boulevard. There have been recent significant infrastructure investments to Rio Bravo Boulevard to expand capacity and to improve the road network in the area. Broadway Boulevard runs north-south through the plan area and connects the DOZ area to downtown.

In addition, the DOZ is located in a prime location for future development. Downtown Albuquerque, Mesa Del Sol, and UNM/CNM are prominent land uses that are within a two-(2) mile radius of the plan area. The Valle de Oro National Refuge, Sandia National Laboratories and Kirtland Air Force base are within a 5-mile radius of the plan area. Due to the existing and surrounding land uses, transportation network, and utilities, future development of the plan area qualifies as urban infill - a desirable form of development that leverages existing infrastructure and is centrally located within a city or region. Therefore, at full build out, the DOZ has great potential to provide economic and employment opportunities to the surrounding areas as well as to the broader region.

2.6 Potential Employment Hub

Given the existing transportation infrastructure (freeway, railroad, airport, improved Rio Bravo Blvd.), the existing heavy industrial and light industrial zoning, and current land use trends, the DOZ is also positioned to function as an employment hub to both County residents and the larger region. Significant economic development projects already exist that are also creating renewed interest and activity for the study area. These projects include the International Free Trade Zone surrounding the Albuquerque Sunport and the South Sunport Development located to the east. Indeed, more jobs and the provision of retail and service opportunities within the study area would be a boon to the economy.

3.0 Planning and Policy Framework

The DOZ is located within the Rank I Albuquerque/Bernalillo County Comprehensive Plan and the Rank II Southwest Area Plan. The Rank III International Sunport Station Area Sector Development Plan applies to a portion of the Sunport Commerce Center area, however, the zoning of this plan is an optional zone (SD/MV-TOD) that must be requested through the zone change process.



3.1 Albuquerque/Bernalillo County Comprehensive Plan

The Comprehensive Plan (as Amended through 2013) identifies the plan area as Developing Urban. The goal of the Developing Urban area is to, "create a quality urban environment which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment."

In addition, the area surrounding the intersection of 2nd Street and Rio Bravo Boulevard is identified as a Community Activity Center. This designation was adopted in 2013 to encompass the mixed uses that could occur near the Rail Runner Station on 2nd Street.

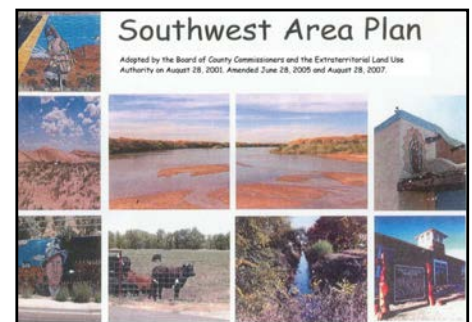
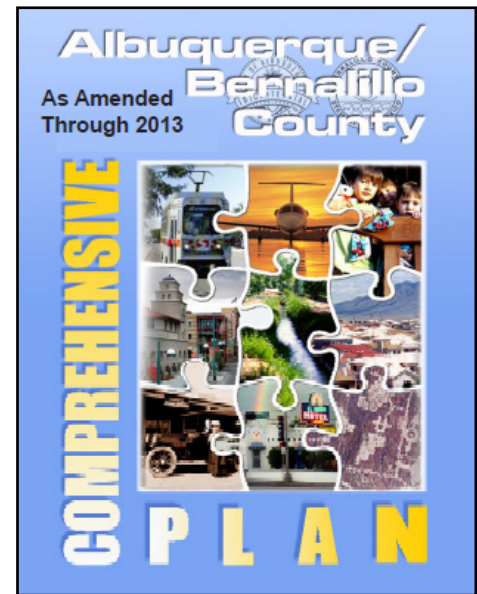
Community Activity Centers provide "the primary focus for the entire community sub-area with higher concentration and greater variety of commercial and entertainment uses in conjunction with community-wide services, civic land uses, employment, and the most intense land uses within the community sub-area. These areas typically range from 15-60 acres and are mostly accessible by automobile." (A/BC Comprehensive Plan).

The DOZ is consistent with the Comprehensive Plan designations because it will facilitate high quality industrial development in a designated area.

3.2 Southwest Area Plan (SWAP)

This plan covers 115 square miles of the South Valley and the Southwest Mesa. The purpose of the SWAP is to "create a living document that will continue to encourage community involvement, including participation of the public and private sectors, and non-profit organizations, in order to implement the various policies and action strategies." The plan is broken into three sections, the built environment, community involvement and services, and economic development. The approach emphasizes physical planning and its intersection with other planning elements such as land use, transportation, economic development, and natural resources. It establishes zoning and residential density levels, recommends social provisions for services and open space, and promotes economic development that is compatible with the unique and historic community.

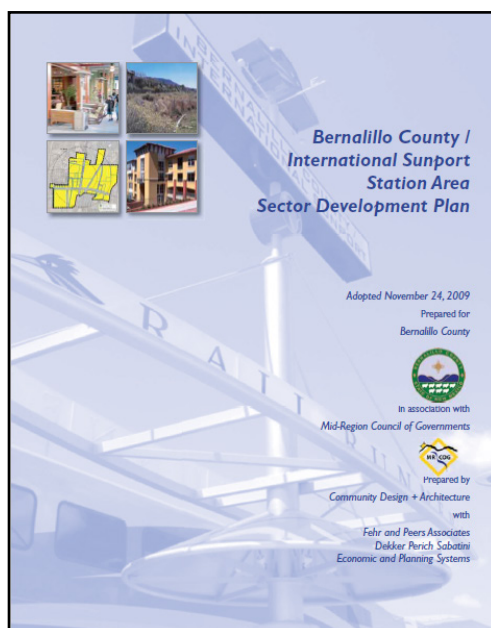
The SWAP calls for a light industrial corridor, as reflected by the Sunport Commerce Center DOZ area and in accordance with the current M-1 and M-2 zoning.





3.3 International Sunport Station Area Sector Development Plan

The Bernalillo County/International Station Area Sector Development Plan (aka TOD Plan) is a land use document approved by the Bernalillo County Board of County Commissioners in 2009 to reflect installation of the Bernalillo County Rail Runner Station in that same year. The goal of the TOD Plan is to leverage the investment of the Rail Runner station and to provide the basis for focusing growth and guiding the transition of the existing industrial uses to a new, more dynamic and diverse, mixed-use district. The TOD Plan provides property owners the opportunity to request a zone change to the SD/MV-TOD Zone within the County, which upon approval allows a mixture of uses controlled by the Sector Development Plan and, furthermore, establishes a design overlay for signage, lighting, building orientation, parking design, facades, windows, materials, etc., in the area surrounding the station.



4.0 TOD Plan and Sunport Commerce DOZ Overlap Area

Twenty-two percent (22%) of land in the Design Overlay Zone overlaps with the boundaries of the Bernalillo County International Sunport Station Area Sector Development Plan (TOD Plan). As indicated previously, the TOD plan provides an opportunity for landowners to opt-in to the SD/MV-TOD Zone that would allow for residential and institutional uses, as well as commercial retail & service land uses.

Currently, there are no properties within the Sunport Commerce Center boundaries that have opted-in to the SD/MV-TOD zone, nor are there any residentially zoned properties in the plan area. In general, the SD/MV-TOD Zone decreases the range of permissive land uses compared to the permissive uses of the M-1 and M-2 zones, but in exchange, the SD/MV-TOD Zone allows for residential and institutional uses otherwise not permitted in the industrial zones.

Requirements

The SD/MV-TOD zone also provides for a unique set of development requirements that in various instances differs from the Sunport Commerce Overlay Zone. If the SD/MV-TOD is approved on a parcel that is lo-



cated within the Sunport Commerce Center DOZ plan area, the design standards of the *Bernalillo County /International Station Area Sector Development Plan* and the development requirements of the *Bernalillo County Zoning Code* and the *SD/MV-TOD* zone shall be required.

Furthermore, approval of the Sunport Commerce Center DOZ does not change the underlying M-2 and M-1 zoning that currently exists within the plan area. With approval of the Sunport Commerce Center DOZ Plan, parcels will maintain their M-2 and M-1 zoning and shall adhere to the design standards of this document, the *Sunport Commerce Center Design Overlay Zone*, as well as to the standard requirements of the *Bernalillo County Zoning Code*.

Exhibit D (Map on page 9) illustrates the TOD Plan and the Sunport Commerce Center DOZ overlap area.

The following table illustrates the regulations and standards that apply by Plan area.

TOD & DOZ Overlap Area		
Design Standards in the DOZ Area by Zone		
	Plan	
	TOD Plan	DOZ
Zone	SD/MV-TOD	M-1 or M-2
Design Standards	Bernalillo County/International Sunport Station Area Sector Development Plan Applies	Sunport Commerce Center DOZ Applies

Note: Zoning Code will apply where design standards are not stated in the documents.

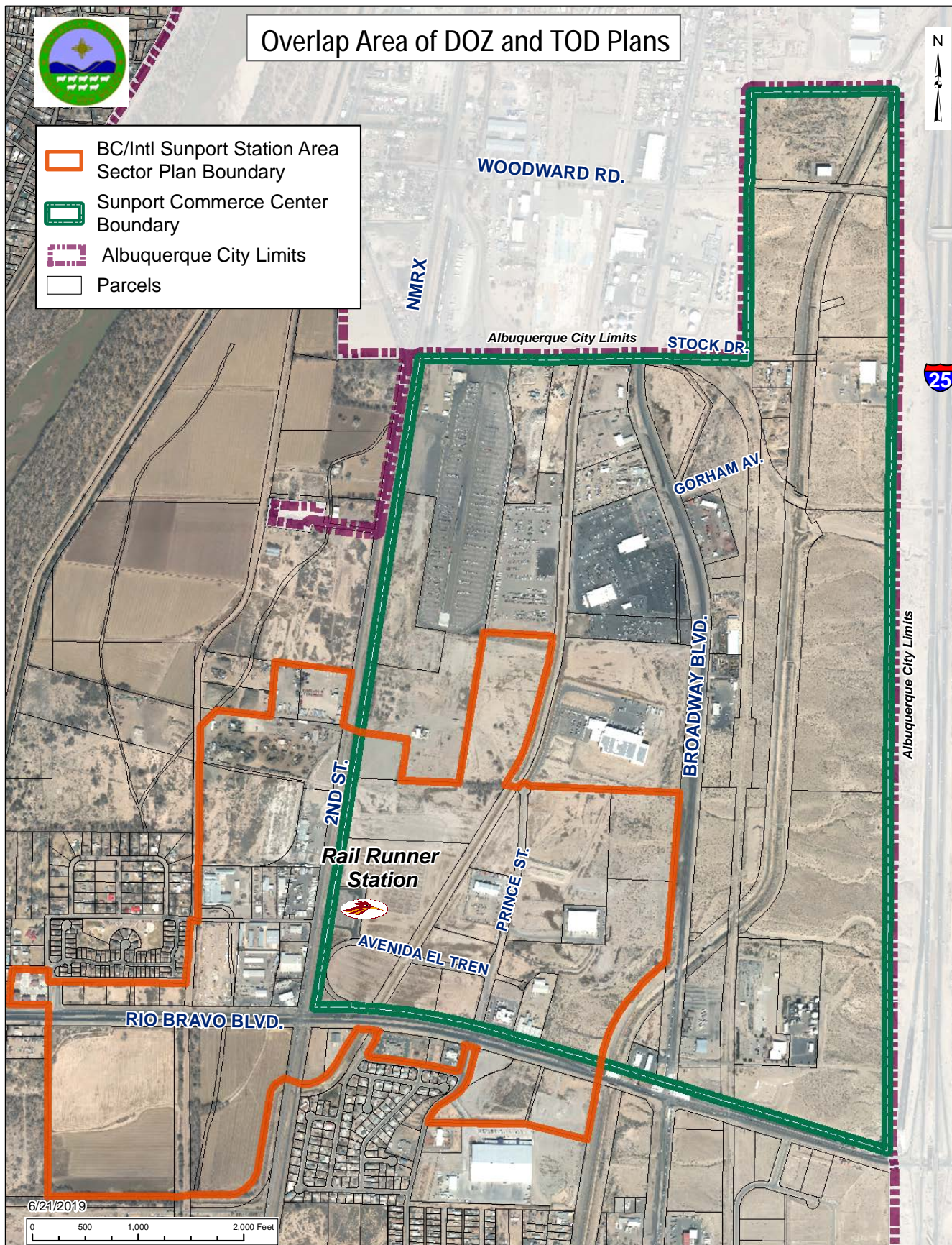


Exhibit D: Overlap of Sunport Commerce Center DOZ and TOD Plan



5.0 Design Overlay Zone Implementation

The Sunport Commerce Design Overlay Zone is approved as per Section 20 of the Bernalillo County Zoning Code Overlay Zone. The requirements of the DOZ shall apply to all parcels located within the plan area as shown on Exhibit B.

5.1 Development Application Review and Submittals

The required design review shall first be approved by the County Planning and Development Services Director or the Director's designee. Approval as to compliance with the adopted design regulations shall be certified by signature. After obtaining department approval, applicants will follow standard County requirements and procedures for building permit and site plan approvals. In order to demonstrate compliance with the Sunport Commerce Center Design Standard regulations, applicants will be required to provide the following additional information as appropriate:

- Samples of base colors
- Specifications for proposed exterior lighting
- Short narrative explaining how proposed development meets design overlay standards
- Landscaping plan and narrative, demonstrating how the site meets the design standards for landscaping

It is recommended that the applicant consult with a planner and/or development review staff to review the site plan and narrative prior to submittal.

Application of DOZ Standards

All new development (i.e. building permit) on a site shall trigger the need for compliance with the Sunport Commerce Design Overlay design standards. The Design Overlay Zone standards do not replace the underlying base zone as regulated by the Bernalillo County Zoning Code. In the case of a conflict between the provisions of the Design Overlay Zone and the provisions of the underlying base zone district, i.e. the Zoning Code M-1/M-2 zones, the provisions of the design overlay zone shall prevail.

5.2 Nonconforming Regulations

All buildings that existed prior to approval of the Sunport Commerce Design Overlay Zone shall be considered nonconforming as to design standards. The design standards, including building and site requirements, shall apply to the expansion of a building that exceeds 25 percent of the gross floor area of the nonconforming structure.

Nonconforming uses shall comply with Section 23 of the Bernalillo County Zoning Code.

5.3 Special Use Permits in the Study Area

All Special Use Permits in the study area shall comply with the requirements of the Zoning Code for Special Use Permits Section 18, and the Sunport Commerce Center Design Overlay Zone. New Special Use Permits may be allowed for uses as listed in Section 18.B of the Zoning Code.



6.0 Design Standards in the Public Realm

The Sunport Commerce Center Design Overlay Zone focuses on the development form of privately owned land within the plan area. As such, the DOZ does not regulate development within the public realm. The existing and proposed public roads constitute a significant portion of the public realm within the DOZ area.

Indeed, the success of the DOZ is reliant on the provision of an accessible transportation network for the varied modes of transportation: vehicles, bicycles, pedestrians, trains, and busses. The design and development of public roads will have an important visual and functional impact on the development of the Sunport Commerce Center DOZ.

6.1 Circulation: Streets, Sidewalks, Bikeways and Trails

The Sunport Commerce Center DOZ lies within an area that includes connections to the Interstate system, a river crossing and active rail lines. However, the area also includes barriers such as the South Diversion Channel and rail spurs that result in many parcels without existing roadway access. Given these barriers, increased travel demand and the need to improve safety and efficiency, Bernalillo County Public Works, the New Mexico Department of Transportation (NMDOT), and other key partners are collaborating on the development of the *Sunport Commerce Center Transportation Plan* to be used in conjunction with the DOZ.

Sunport Commerce Center Transportation Plan

The *Sunport Commerce Center Transportation Plan* sets forward a network of future roads that will provide a mutually supportive network to the currently existing NMDOT roadways: Broadway Boulevard (NM 47), Rio Bravo Boulevard (NM 500), and Interstate 25 (I-25). This network opens up circulation and access to land-locked parcels and it allows for NMDOT highways to comply with State requirements for access management.

The following map (Exhibit E) illustrates the proposed Transportation Plan road network. Actual access and street locations will be based on the specifics of future planning and land use development. Where possible, access to/from properties should be from an access road (or easement) rather than from State highways.

The Transportation Plan accomplishes the following:

- Identifies the alignment and the extent of proposed new roads within the Sunport Commerce Area

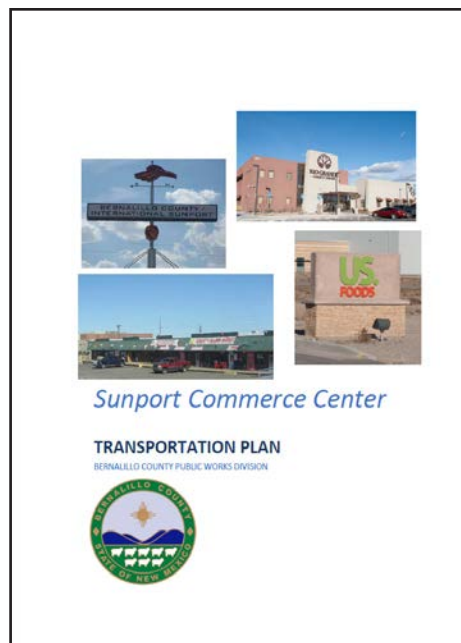


Exhibit E: Sunport Commerce Center Proposed Road Network



- Identifies funding sources for development of proposed roads
- Provides a context of the existing and proposed roads within the Sunport Commerce Center Area to the surrounding local and regional road networks and transit
- Identifies funded projects including those that are currently being constructed within and around the plan area
- Articulates roadway design standards in accordance with local and state specifications
- Provides roadway design standards in accordance with the *Bernalillo County's Complete Streets Ordinance* to address the following elements:
 - Street Trees
 - Sidewalks
 - Bike Lanes
 - Bus Shelters
 - Lighting
 - Crosswalks
 - Gateway Signage

For development requirements pertaining to transportation and circulation networks, refer to Part III, Section 10.1 of this plan. This section will also provide NMDOT standards for state roads within the plan area.

6.2 Gateway Signage

The Sunport Commerce Center endeavors to become a primary gateway to the South Valley while simultaneously developing its own brand. Gateway signage helps to celebrate the unique qualities of places. They provide a sense of entry and exit as well as emphasize the importance of the place they are celebrating.

Through coordination with Public Works and the County Capital Improvement Program (CIP) process there are opportunities to identify the Sunport Commerce Center through the installation of monument signs at key locations. The gateway signs shall be designed to avoid traffic safety concerns, and unless special approval is granted, shall also be located out of the right-of-way, within an appropriate parcel or easement.

Although the gateway signage appears in this section, implementation will likely occur through the *Sunport Commerce Center Transportation Plan*.

See Exhibit F for proposed gateway signage locations.



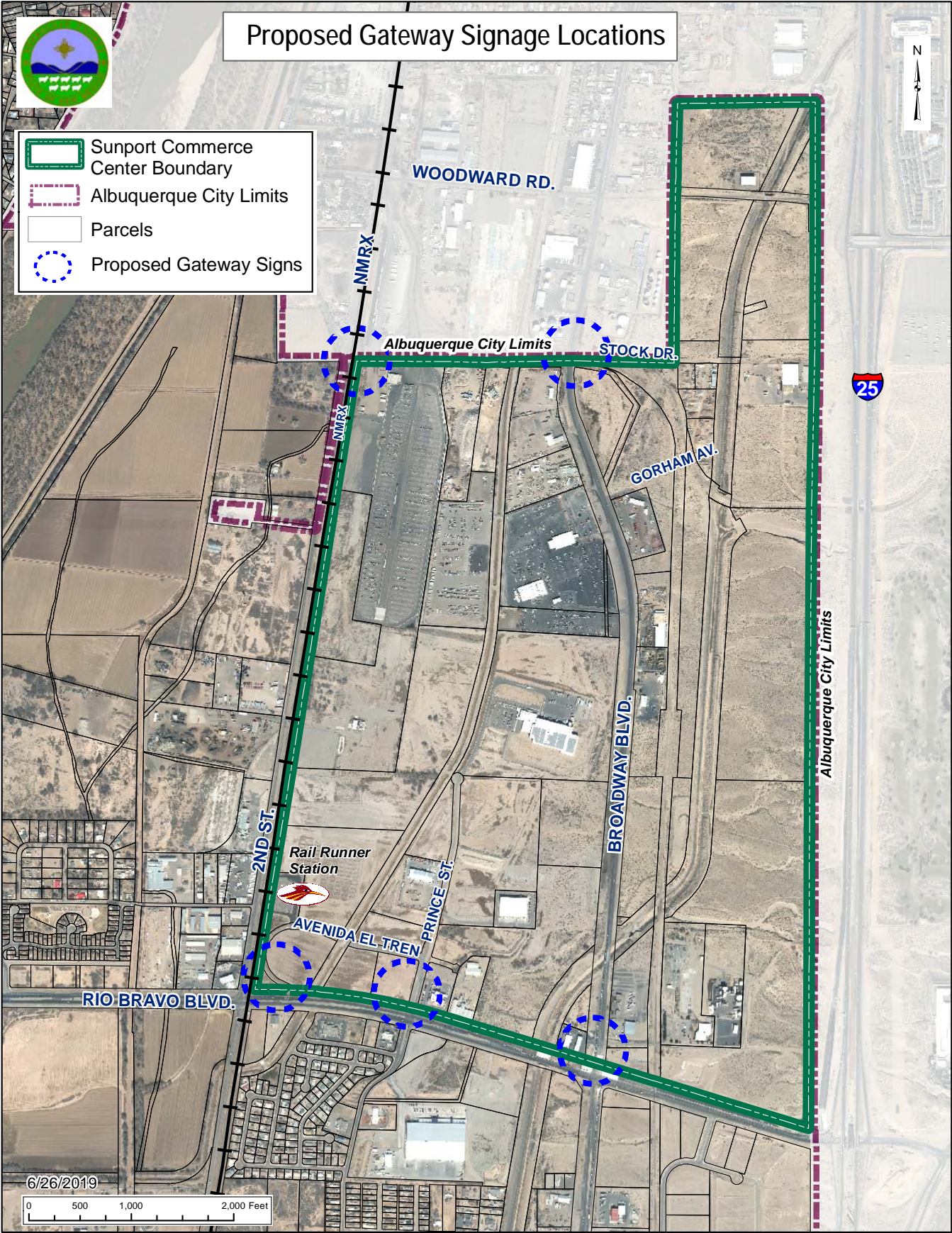


Exhibit F: Proposed Gateway Signage Locations



PART II – THE PLAN: DESIGN OVERLAY ZONE STANDARDS

7.0 Definitions

1. **Major Façade:** Any exterior facade that contains a primary entrance(s) or that is next to a public street that provides access to the property.
2. **Primary Street:** The street designated for the highest traffic load as determined by the Mid-Region Council of Governments Current Roadway Functional Classification System.
3. **Landscape Buffer:** A strip of landscaped land established by the Landscaping and Buffer Landscaping Regulations in the Zoning Code to protect one type of land use from another with which it is incompatible.
4. **Landscape Plan:** An accurate plan, drawn to scale, which outlines all proposed areas to be covered with impervious materials, proposed planting beds and vegetative ground cover area; specifies the location, size and species of all proposed trees and shrubs.
5. **Landscape Setback:** The planting of at least one tree, 1½-inch minimum caliper measured at two feet above ground, per 30 linear feet of frontage and at least 75 percent of the area must be planted and maintained with live planting material.
6. **Landscaping:** The planting and maintenance of live plants and inorganic and manufactured materials including trees, shrubs, ground cover, flowers, or other low-growing plants that are native or adaptable to the climatic conditions of Bernalillo County. In addition, the landscape design may include limited inorganic and manufactured materials such as rocks, fountains, reflecting pools, works of art, screens, walls, fences, benches and other types of street furniture.
7. **Walkway:** A walkway is a pedestrian path that provides access from one point on a site to another point. Walkways can include sidewalks, striped paving, pervious surfaces and marked concrete among other technologies.
8. **Sidewalk:** A raised pedestrian facility constructed of concrete and that is separated from the adjacent road or vehicular access way with a curb.
9. **Primary Building:** The structure(s) on a lot where the principal use(s) occur (as opposed to an accessory building).



8.0 Building Design Standards

A. Height

1. Height shall be as per the underlying Zone. Section 22, Supplementary Height and Area Regulations, applies to all zones. M-1 Zone properties shall adhere to height regulations of the M-1 Zone and M-2 Zone properties shall adhere to the height regulations of the M-2 Zone, with the following exception:
 - a. Walls and fences shall not exceed 10 feet in height with up to two (2) feet of additional height consisting of a see-through material such as trellises, arbors, and semi-open structures, and provided it does not, in the opinion of the Zoning Administrator or a designee, create a traffic hazard at intersections of streets and driveways.

B. Architecture

1. Architectural Styles: Architectural styles will be based on contemporary interpretations of Southwest regional designs such as:
 - a. Pueblo Revival
 - b. Mission Revival
 - c. Territorial Style
 - d. Contemporary Southwest
2. Multiple Buildings: Multiple buildings on the same site shall be designed to create a cohesive visual relationship between buildings:
 - a. If the existing building does not have a Southwest regional design, the new building shall incorporate as much of the Southwest style as possible, but not to the point where there is no visual relationship between the buildings as follows:
 - i. At least 20% of the Major Façade shall incorporate one or more of the architectural styles as listed above in B.1.



Pueblo Revival

Source: www.google.com



Mission Revival

Source: www.bing.com



Territorial

Source: www.bing.com



Southwest Contemporary

Source: www.bing.com



Example of primary entrance along a major Facade

3. **Building Entrances.** Primary entrances along major facades shall be clearly defined with facade variations, porticos, roof variations, recesses or projections, or other integral building forms.
4. **Break up the Mass.** Major facades greater than 100 feet in length shall break up building mass by including at least two of the following architectural features, provided any of the following do not obstruct required 6 foot wide walkways and/or sidewalks:
 - a. Wall plane projections or recesses of at least 2 feet in depth, occurring at least every 100 feet and extending at least 25% of the length of the facade;
 - b. A vertical change in color, texture, or material occurring every 50 linear feet and extending at least 15% of the length of the facade;
 - c. An offset, reveal, pilaster, or projecting element, no less than two feet in width and projecting from the facade by at least six inches and repeating at minimum intervals of 30 feet;
 - d. Three dimensional cornice or base treatments;
 - e. A change in visible roof plane or parapet height of at least 20% of the length, each change in height shall be no less than 1 foot.



Examples of clearly expressed entrances, street facing building walls, and color variations.

5. **Facades & Features.** Major facades shall incorporate at least one or a combination of the following features along no less than 50% of the length of the facade. Such features shall be distributed along the length of the facade in order to avoid creating a blank façade greater than 30 feet in length:
 - a. Display windows, provided the sill height does not exceed 45 inches above the finished floor and the overall glass height is a minimum of 48 inches.
 - b. Portals, arcades, canopies, trellises, awnings, or other three-dimensional elements that provide shade and/or weather protection associated with windows, do not have to comply with dimensions specified in 5.a. above.
 - c. Raised planters a minimum of 12 inches and a maximum of 28 inches in height, located adjacent to the facade, with living, vegetative materials such as ornamental grasses, vines, spreading shrubs, flowers, or trees over at least 75% of the planter. Coverage shall be calculated from the mature spread of the plants.
 - d. A minimum 15-foot wide landscaped area planted adjacent to the facade. One shade tree for every 50 linear feet of facade shall be provided in the landscaped area. Shrubs and/or groundcover shall cover at least 75% of the landscaped area measured from the mature spread of the plants.
 - e. Shade trees, provided at one tree for every 30 linear feet of the entire facade, which may be evenly spaced or clustered



along the facade. Trees shall be placed within defined planting areas that have a minimum interior dimension of 36 square feet and a minimum width of four feet. Provision of trees will not fulfill off-street parking or street tree requirements. Provision of shade trees shall not obstruct signage or building entrances.



Examples of wall plane projections/recesses and change in visible roof plane



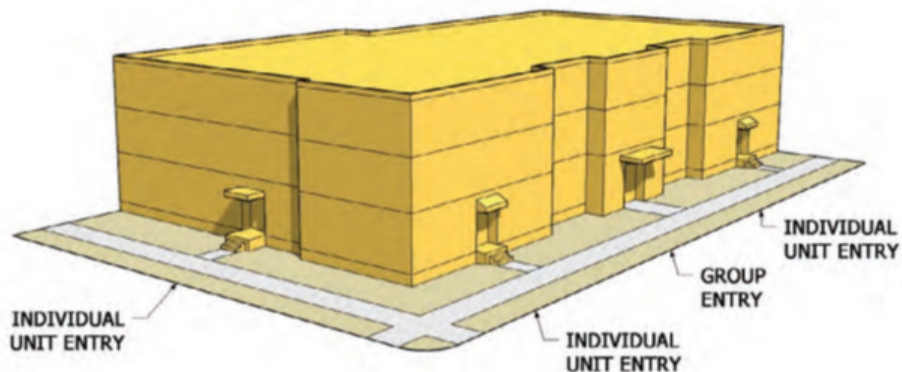
Examples of wall plane projections, change in visible roof plane, and facade variations



SUNPORT COMMERCE CENTER Design Overlay



Example of prohibited Twin-T construction.



Example of canopies over entrances, recessed walls to show facade relief of primary facades over 100 feet in length.



Example of landscaped area planted adjacent to facade.



Example of raised planter, portal and roof plane variations.



U.S. Foods facility, located within the Sunport Commerce Center. Structure exemplifies articulated entrance, display windows, wall plane projections, vertical change in color, change in visible roof plane.



6. Accessory Buildings. All accessory buildings shall be similar in color and material to the primary building(s) on a site. The primary building should screen accessory buildings from view.
7. Drive-Up Service Windows. Drive-up service windows shall be oriented away from pedestrian areas, residentially zoned areas and public streets where possible. In cases where drive-up service windows face these areas, screening shall be provided. Screening may be in the form of walls, earth berms, or evergreen landscaping, or a combination thereof, and shall be a minimum of three feet in height. Where walls are provided, a minimum 3-foot wide planting strip with live vegetation shall also be provided on the pedestrian, residential, or public street side.
8. Gas Fueling Canopies. Gas fueling canopies and canopy fascia shall be similar in color and texture to the major building on a site. All under-canopy lighting shall be recessed so that no light lens projects below the canopy ceiling.
9. Screening of Building Equipment.
 - a. Roof-mounted mechanical equipment shall be screened from the public right-of-way by parapet walls or structural features. The minimum height of the parapet walls or structural features shall be as follows:
 - i. 42" if the roof top equipment is within 10 feet of the building wall
 - ii. 30" if the roof top equipment is within 10-20 feet of the building wall;
 - iii. 18" if the roof top equipment is beyond 20 feet of the building wall
 - b. Wall-mounted mechanical and electrical equipment on major facades is discouraged. If used, equipment shall be screened and painted to match the wall. Wall-mounted mechanical equipment on non-major facades shall be painted to match the color of the subject building or shall be screened.
 - c. Ground-mounted mechanical and electrical equipment, excluding transformers, adjacent to a major facade shall be screened with walls, earth berms, dense evergreen foliage or other acceptable screening devices.
10. Service Areas. Service areas such as loading docks, trash compactors, trash enclosures and storage yards shall be screened from view from the primary street right-of-way and adjacent residentially zoned properties by a solid wall/fence at least six feet high.



Example of screening wall with live vegetation facing a public street.



Example of gas fueling canopy fascia that matches main building. Under canopy lighting is recessed. (Picture Source: www.bing.com).



Example of permissive screening of building equipment.



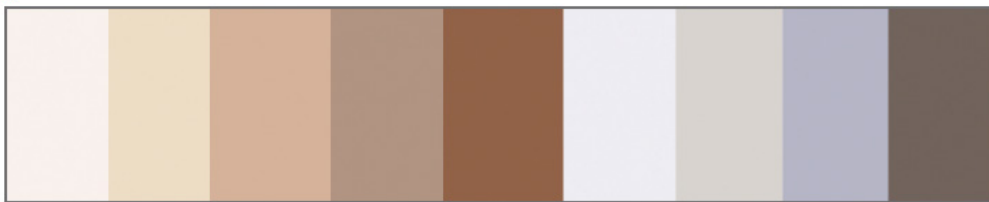
Example of loading dock screened from primary street right-of-way



11. Building Color.

- a. Applicants will be required to provide color samples at the time of application for building permit. The color samples shall be a minimum of three inches square and shall be consistent with the proposed building colors.
- b. The base colors shall be earth tone and constitute at least 85% of the entire building color. More than one base color is allowed per facade.
- c. Accents and trims shall constitute up to 15% of the entire building color. Trim colors are encouraged to provide interesting accents to the building base color(s).
- d. The color palette shown below represents a recommended range of appropriate base colors. Utilize the base color palette to coordinate development and redevelopment. (Note: not every single possible shade is shown; however, a base color must be within the range of colors shown below).

Base



Building Color Palette



Example of existing building within the DOZ that is consistent with the required color palette.



C. Material Quality & Detail

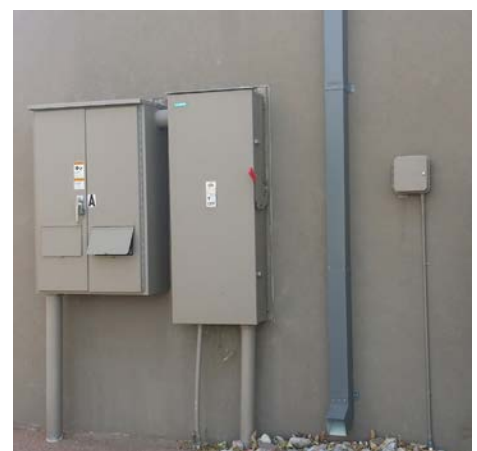
1. All buildings shall use materials that are durable, easily maintained, and of a quality that will retain their appearance over time.
2. Mirrored glass is prohibited.
3. Mirrored windows or mirrored doors on exterior facades are prohibited.
4. The following materials shall be prohibited:
 - a. Natural wood or wood paneling shall not be used as a primary exterior wall cladding system.
 - b. Gray concrete masonry unit (CMU) shall not exceed 20% of the exterior finish per façade.
 - c. Metal buildings are only allowed if they meet the design standards for major facades.



Example of metal building having a major facade articulated with a shade structure to highlight the main entrance.

D. Utilities

1. Where required, above grade utility structures shall be grouped and located on the site in a manner that minimizes their visual impact from the street.
2. Utility cabinets and structures shall be located on the sides or rear walls of structures or screened as required by Architectural Standards of this plan (see Section 8.B.9 of this plan).
3. Solar technology (such as panels and solar hot water technology) is permitted and encouraged for use on rooftops and parking structure roofs.
4. Visible electrical equipment and conduits shall be installed in an orderly fashion and shall match the exterior color.
5. Any new utilities must be installed underground, if feasible.
6. Consult with utility providers prior to finalizing site plans.



Example of utility cabinets on side wall and screened as required by Architectural Standards of the DOZ.



9.0 Site Development Standards

A. Building Orientation (see Figure 1)

1. Buildings within the Sunport Commerce Center shall be oriented toward the street. The site circulation shall address and enhance the pedestrian realm. Building facades shall be designed to enliven the frontages of buildings and contribute positively to the overall character of the street and the district.
2. Primary entrances shall be prominent and placed along the primary street or along the right-of-way that provides access to the site.
3. Loading docks, overhead doors, and service entries are strongly discouraged along street-facing facades and should only be used when other options are not available.

B. Setbacks

Reduced setbacks may result in a more active and interesting pedestrian realm. Buildings should be sited closer to the public right-of-way to contribute to the public realm than allowed by the Zoning Code. Setbacks standards are as follows:

1. Front: 10' minimum
2. Side: 10' minimum
3. Rear: 10' minimum

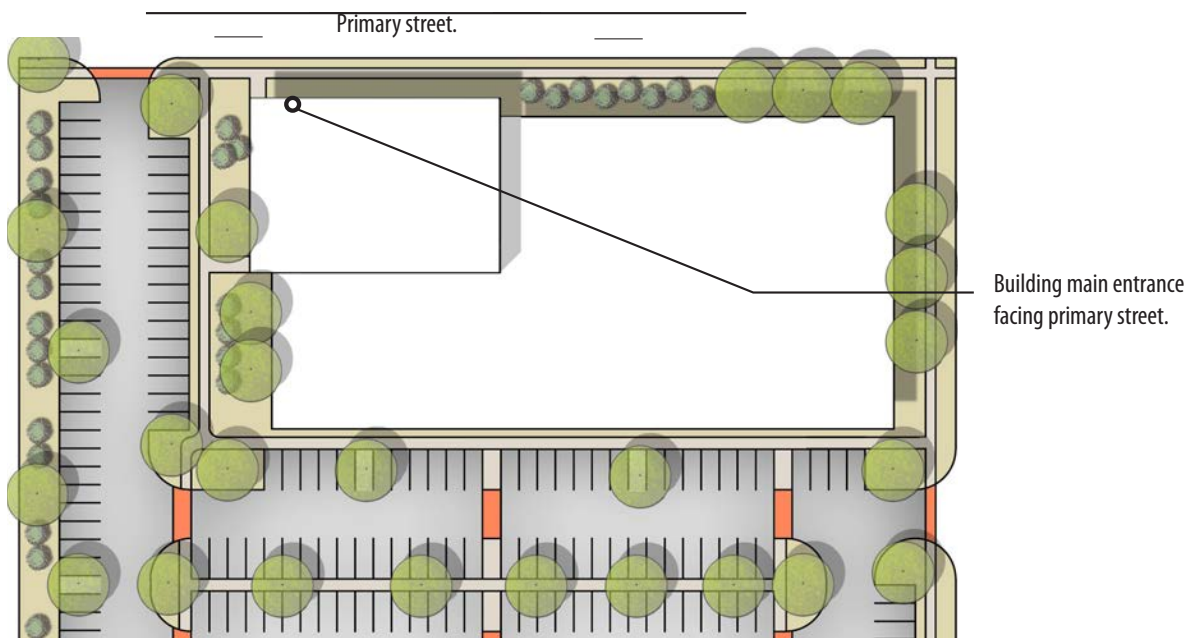


Figure 1: Illustration of building location close to primary street.



C. Off-Street Parking

Off-Street Parking shall comply with applicable standards of Appendix A (Zoning Code) Section 21 Off-street Parking, Loading and Unloading Regulations of the Bernalillo County Zoning Code. The following are additional requirements:

1. Parking should be placed to the rear or side of buildings with no more than 50% of provided parking between each major façade and adjacent public street.
2. Parking areas having greater than 100 spaces shall be visually and functionally segmented into smaller subareas separated by landscaping and/or pedestrian walkways. The use of angled, one-way parking lots is encouraged to reduce the amount of impervious surfaces.
3. Parking subareas shall be linked to the main pedestrian walkway(s) leading to the main entrance(s) of the building(s) by means of pedestrian walkways that are at least 6 feet in width.
4. Section 19 G of the Zoning Code, regarding landscaping requirements in parking lots, applies to customer parking areas and does not apply to loading and unloading areas. Furthermore, paved or surfaced areas intended for loading and unloading areas, related to the primary use of the site, shall provide one tree or shrub for every 400' around the perimeter of the paved/surfaced area (see Figure 2).



Example of rainwater harvesting along the parking perimeter.

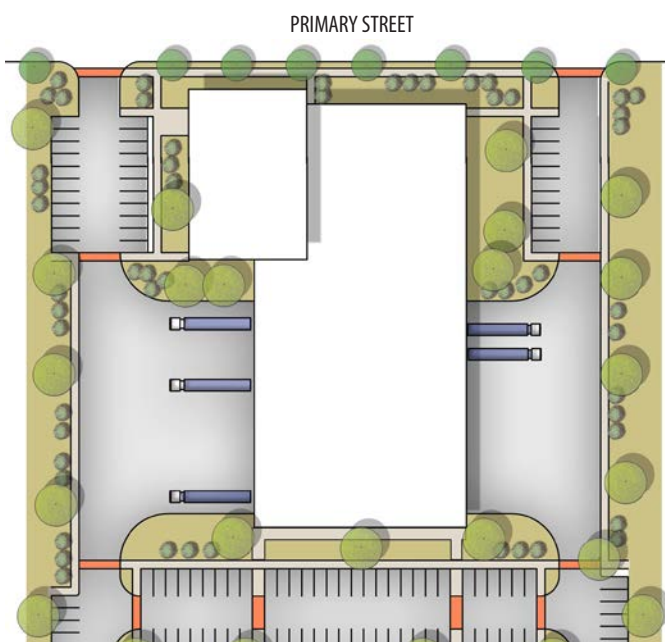


Figure 2: Illustration of loading area and landscaping.



Existing site within DOZ area demonstrating landscaping within customer parking areas, which is a distinct area from the loading dock area.



5. Properties within 1,000 feet of a public transit stop shall be eligible for a 15% reduction in overall off-street parking requirements at the time of building permit.
6. Pervious paving/surfaces are highly encouraged, however, such permeable surfaces shall be of sufficient strength to comply with the loading requirements of the International Fire Code (adopted edition). Such paving surfacing shall be maintained level and serviceable.
7. Drive-thru aisles and drive-up windows shall be placed at the rear or sides of buildings where possible and not along the primary street.
8. Pedestrian Walkways. Pedestrian walkways are required next to a building or connecting to a building in the following circumstances:
 - a. Where building facades abut off-street parking spaces, pedestrian sidewalks, no less than six (6) feet in width, shall be provided adjacent to and along the full length of the parking spaces. The pedestrian sidewalk shall remain clear and unobstructed at all times for pedestrian use.
 - b. Where a drive aisle abuts a major façade, a six-foot wide sidewalk shall be provided along the length of the façade. The pedestrian sidewalk shall remain clear and unobstructed at all times for pedestrian use.
 - c. Pedestrian walkways at least 6 feet wide shall be provided in parking areas to building entrance(s).
 - d. Pedestrian walkways/ADA access shall be supplied from the off-street parking area to the building entrance.
 - e. Where *accessible* (e.g. handicapped) parking spaces are not provided next to the building, walkways shall be provided from the parking space to a pedestrian sidewalk and/or walkway along the building. The walkway should be clearly demarcated to provide at least a 6 feet-wide clear path.
 - f. All sites shall provide direct and convenient walkways connecting main entrances to public sidewalks, streets, passenger loading zones, and transit.
 - g. In order to avoid parked vehicles from overhanging on walkways, parking bumpers or barriers are required at least 2 ft. from all required walkways.

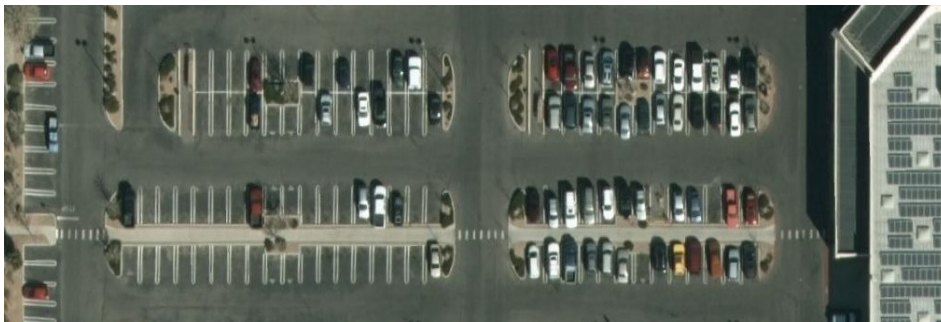


Illustration of pedestrian pathways through the parking lot and parking medians



Pedestrian paths through parking lot, with integrated native vegetation and pervious surfaces. Photo by Travis Lewis



D. Landscaping

Landscape design standards are intended to create enduring landscapes that add value, create an overall district identity, as well as complement and protect the local natural environment. Landscape designs shall comply with applicable standards of the *Bernalillo County Code Section 30, Article VII Water Conservation Requirements* and *Bernalillo County Zoning Code Appendix A (Zoning) Section 19 Landscaping and Buffer Landscaping Regulations*, including all *Definitions* of Section 5 applicable to Section 19 (for example see Landscape Setback and Landscape Plan Definitions). The following are additional requirements.

1. Landscape and Buffer Landscaping. Nonresidential uses facing or abutting roads, as identified in the most current version of the *Sunport Commerce Center Transportation Plan Table 2. Sunport Commerce Center Roadway Network*, shall provide landscaping as required and regulated in the Landscaping and Buffer Landscaping Regulations Section 19 of the Zoning Code. Applicable roads to this requirement include the following existing roads: 2nd St., Rio Bravo Blvd., Broadway Blvd., Prince St., Avenida El Tren, Woodward Rd., and Electric Ave. Applicable proposed roads to this requirement include Arno St., Stock Dr., Edmond St., Dauphin Rd., Sunport Blvd. Extension, Commerce Center Ave., Railyard St., and Channel St. All trees within this required landscape buffer shall be shade trees.
 - a. Shade trees include both coniferous and deciduous trees. The following is a recommended list of deciduous shade trees:
 - i. London Plane (sycamore), Texas Red Oak, Bur Oak, Chinquapin Oak, Honeylocust, Linden (American and Little-leaf), Elms (Jefferson, Princeton, Frontier, Lacebark), Hackberry (not to include Netleaf Hackberry), Ginkgo Biloba, Japanese Scholar Tree and Zelkov.
2. Erosion Control: All landscape areas shall be stabilized with rocks, plant mulches or plantings to reduce and/or prevent erosion.
3. Vegetative Cover: Landscape areas visible from the street shall achieve a minimum of 75% vegetative coverage within five years.
4. New development shall be required to surpass the number of required trees per current code by 10%.
5. Flood irrigation is prohibited unless it is for agricultural uses.



Example of landscaping.



Example of native vegetation.



The following are recommended guidelines in order to promote conservation and sustainable landscaping practices. Property owners should consult with the Bernalillo County Natural Resources Services for further guidance on these techniques.

1. Xeric Plants: At least 50% of the landscape area should be low-water-use or precipitation-supported plant material, as defined in the ABCWUA Plant List. For a How-To Guide to Xeriscaping and/or a list of Native/Xeric Plants from the Albuquerque Bernalillo County Water Utility Authority (ABCWUA), please see their website at: <http://www.abcwua.org/Xeriscaping.aspx>.
2. Irrigation: An irrigation system with a smart (i.e. weather-based) irrigation controller should be used for all landscaping, with the exception of landscape areas with precipitation-supported plants. Use of spray irrigation should be limited to turf areas.
3. Water Harvesting: To conserve potable water and to protect stormwater quality, runoff from paved surfaces and roofs should be directed to landscape areas using Green Infrastructure/Low Impact Development techniques. (Guidance on GI/LID techniques can be found at: <http://www.bernco.gov/public-works/post-construction-storm-water-management-new-re-development.aspx>).



Example of native/xeric plants and water harvesting. Photo by Travis Lewis.



Example of screen wall.



Example of tubular steel fencing of an existing site within the DOZ.

E. Walls + Fences

Walls and fences should be designed in an aesthetically pleasing manner, using natural and regional materials that contribute to the overall identity of the Sunport Commerce Center.

1. Walls and fences along the public right-of-way shall not be placed between the property line and the landscaping buffer, except that walls not exceeding two (2) feet in height may be used to create visual interest but cannot screen more than 20% of the required landscape area.
2. Colors on walls and fences visible from the street shall complement and/or coordinate with the main structure.
3. Screening walls and fences, as required by the underlying zone, are not to exceed 10 feet in height with up to two (2) feet of additional height consisting of a see-through material such as trellises, arbors, and semi-open structures. All required screening walls shall be solid regardless of adjacency to residential zones or uses.
4. Chain link fencing, chain link with slats, and walls with razor wire or concertina wire on top of walls (2' high allowance) is prohibited along any public streets.
5. For walls, allowable material choices include burnished, split face or colored concrete masonry units (cmu), plain cmu with a stucco finish, stone, metal (excluding corrugated steel), or adobe bricks.
6. For fencing, allowable materials include the following:
 - a. Tubular steel
 - b. Wrought iron
 - c. Metal panel
 - d. Stucco masonry
 - e. Chain link and chain link with slats (but not along public streets)



F. Lighting

Lighting design standards are intended to minimize light trespass and protect views of the night sky. All site and landscape lighting shall be fully shielded to minimize light trespass. Temporary lighting for permissive social or seasonal events is permitted.

1. Heights for ground-mounted lights shall be a maximum of 35 feet from final adjacent grade.
2. All lighting fixtures shall be fully shielded and pointing down.
3. Lighting shall be located and shielded so that it does not shine beyond the property boundary.
4. Offsite carryover lighting, when measured from the property line, shall not exceed 200 foot lamberts.
5. Lamps shall be limited to incandescent, metal halide or light-emitting diodes (LED).

G. Signage

Signage shall be consistent with Section 16 M-1 Light Industrial Zone of the Bernalillo County Zoning Code. In addition, the following regulations shall apply.

1. Signage shall complement the building by being compatible with the building architecture and be appropriately scaled.
2. Freestanding signs should be of a monument type construction.
3. No off-premise sign within 660 feet of the nearest public right-of-way of a major street or highway shall be nearer than 1500 feet to any other off-premises sign or billboard if both signs are designed to be read by traffic moving in the same direction.



Example of outdoor lighting. Photo by Patrick Coulie



Example of shielded light



Example of monument signage.



PART THREE: AGENCY AND COUNTY DEPARTMENTS

Various County departments and state agencies have an interest in the DOZ plan area, such as right-of-way, land ownership, or facilities, and these may impact the type of development that may occur. Part III will present the agencies, entities and Bernalillo County departments that have an interest in the plan area, either directly or indirectly. Section 10.0 presents the departments and agencies that participate directly in development review. Sections 11.0, 12.0 and 13.0 present entities or County departments with less of a direct impact to development review, but with important significance to the DOZ.

10.0 Development Review Agencies

The following is an overview of the agencies and their requirements, which will apply at the time of subdivision and/or when a building permit is requested. The agencies discussed are responsible for:

- Transportation and Circulation Networks
- Drainage and Floodplain Management
- Natural Resources
- Electric Service
- Air Facilities

10.1 Transportation and Circulation Networks

As stated in Section 6.0 of this document, Design Standards in the Public Realm, and shown in Exhibit E, the roadway network is an important feature of the Sunport Commerce Center. Development considerations include access and road design.

Access and New Mexico Department of Transportation (NMDOT)

Access management greatly improves roadway efficiency and it is a proven safety countermeasure. For these reasons, the NMDOT utilizes the latest edition of the State Access Management Manual (SAMM). Access includes driveways on private property, intersections, medians, median openings, traffic signal locations and interchanges throughout the State. The future proposed roadway network meets SAMM requirements. For access to private property, the NMDOT encourages shared access between parcels and access from smaller roadways whenever possible. If a parcel has "reasonable access" from a side road or an alternative location, the NMDOT may limit or deny access to the State highway at the time of site development. For several of the parcels of land within the Plan area, there are multiple access options. Bernalillo County is working toward developing a network of roadways to serve this area, and it is expected that developing parcels would utilize those planned roadways for access.

For instance, if a property has frontage on NM 47 (Broadway Blvd.) and the proposed Commerce Center Drive, the NMDOT will require access from Commerce Center Drive rather than NM 47 (Refer to Section 6.0 Exhibit E for the Proposed and Existing Roads and Railways map).

When reviewing development along State highways, the NMDOT not only ensures that the spacing of driveways and other access locations meets minimum standards, but also that clear sight lines are maintained for drivers and pedestrians by limiting signage and other obstructions in the right-of-way. The minimum spacing requirements in the SAMM are just that, minimums. Access must also take into account the need for deceleration lanes and the required lengths to install such lanes. Overall, the NMDOT cannot approve an access connection that is unsafe or that will unduly negatively impact the overall State highway system.



The NMDOT is working toward completion of the Rio Bravo Boulevard (NM 500) and Interstate 25 interchange. This is the first project to be implemented as part of the South I-25 Corridor Study. This is a major project that will facilitate significantly more trips across the Rio Grande to and from the Interstate. The design of this improvement will necessarily limit access onto NM 500 and will preclude the use of a frontage road along Interstate 25 between the NM 500 and Sunport interchanges.

Since the New Mexico Department of Transportation controls the number and spacing of access locations along the State highways, property owners must get a permit from the District 3 office in order to access the road and/or make any improvements to it. The NMDOT District 3 office is located in Albuquerque and encompasses Bernalillo, Valencia and portions of Sandoval counties.

Development Requirements

In Bernalillo County, NMDOT regulations are usually enforced at the time of building permit, which is when NMDOT staff review applications and ensure that access permits are obtained and standards are met. The NMDOT has also made clear that at the time of subdivision, access should be provided to new lots that will comply with NMDOT requirements. This means that subdivisions cannot be used to gain additional access points onto NM 47 or NM 500.

The NMDOT and Bernalillo County strive to make roads in New Mexico as safe and functional as possible. Although NMDOT works directly with landowners to accomplish this objective, the County assists with articulating NMDOT standards and transportation data to the public.

Multi Modal Transportation System

In addition to access management and relaying public information, the NMDOT and Bernalillo County work together to implement a multi-modal transportation system. Bernalillo County has adopted a "Complete Streets Ordinance" that requires multi modal improvements as part of roadway construction and maintenance activities. There are several multi modal facilities planned in and near the Plan area. This multi-modal system is also provided in the *Sunport Commerce Center Transportation Plan* and it follows the most recent updates to the Bernalillo County Pedestrian and Bicycle Safety Action Plan and the regional Long Range Bikeway System. The multi-modal transportation system intersects with the plan area in the following ways:

- NM 500 (Rio Bravo Blvd.) currently includes a multi-use trail and short-range plans for future bicycle lane improvements.
- NM 47 (Broadway Blvd.) includes long-range plans for future sidewalks and future bicycle lane improvements.
- South Diversion Channel includes long-range plans for future multi-use trail improvements.
- Second St. includes the existing multi-use trail south of the plan area and long-range plans for a future multi-use trail, and sidewalk and bicycle lane improvements.

Finally, for State highways within the Plan area, the expectation is that as development occurs and improvements are made to the road, the need for multi-modal provisions will be addressed along the frontage of developed properties.



10.2 Drainage and Floodplain Management

Departments and agencies with drainage and floodplain standards and regulations include Bernalillo County Public Works (BCPW), Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), and the Middle Rio Grande Conservancy District (MRGCD). Special considerations for the plan area are due to that the area has the potential to develop with commercial and industrial uses. In addition the presence of the South Diversion Channel, the San Jose Drain, and two state roads, Broadway Blvd. and Rio Bravo Blvd., all located within the Sunport Commerce Center DOZ plan boundaries, call for special drainage considerations.

10.2.a Bernalillo County Public Works (BCPW)

Storm water runoff in the Sunport Commerce Center DOZ is regulated under Chapter 38 “FLOODS” of the Bernalillo County Code. This ordinance is designed to maintain historic flow patterns and flow rates so downstream properties have a reasonable expectation as to what storm water runoff will be in the future as upstream properties develop.

In the DOZ plan area, Chapter 38 requires a Grading and Drainage (G & D) plan for project sites that meet at least one of the following criteria:

1. The site is over 1 acre in size,
2. On the site there is significant excavation of fill in excess of 500 cubic yards, or
3. The development density will cause adverse impacts to neighboring property owners.

If the development requires a grading and drainage plan (G&D), then it will need to be prepared by a New Mexico licensed engineer. The engineer will address the site development, onsite and offsite hydrology, and mitigation measures to ensure that the property owner and neighboring properties are not adversely impacted due to the new development. The engineer will utilize the City of Albuquerque Design Process Manual (DPM) for hydrology calculations.

The G&D should be prepared not only with the control of excess storm water runoff in mind, but also with water conservation and water quality techniques included. The use of Low Impact Development (LID) and Green Infrastructure (GI) will reduce the need for irrigation water for landscaping and can also reduce the storm water control volume. These techniques also improve storm water quality.

Specifically, within the DOZ area, development must adhere to the Federal requirements for Multi-Sector General Permits (MSGP). These requirements regulate industrial and heavy commercial activities to enhance water quality. Each site, for listed industries, must have an MSGP. In addition to these provisions, all development that drains onto NM 47 and NM 500 must be reviewed and approved by the New Mexico Department of Transportation (NMDOT District 3).

Currently, portions of the Sunport Commerce DOZ lie within the Federal Emergency Management Agency (FEMA) Flood Zones as reflected on the most recent Flood Insurance Rate Maps. The flood zones vary from shallow ponding Zone AH to riverine hazard Zone AO (Refer to Exhibit G). Some areas west of NM 47 are protected from flooding by a levee, known as Zone X.

Flood insurance is available in the Sunport Commerce DOZ through the National Flood Insurance Program (NFIP). For more information on flood zones and the National Flood Insurance Program, visit the FEMA website at www.fema.gov.



10.2.b Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA)

For sites adjacent to the South Diversion Channel, discharge may be available into the channel, and would need to be reviewed and permitted by AMAFCA, BCPWD and possibly the Corps of Engineers. Discharge to this channel would be expected to occur at existing entrance locations, or a new engineered connection would be required. Drainage facilities are shown in the following Exhibit G.

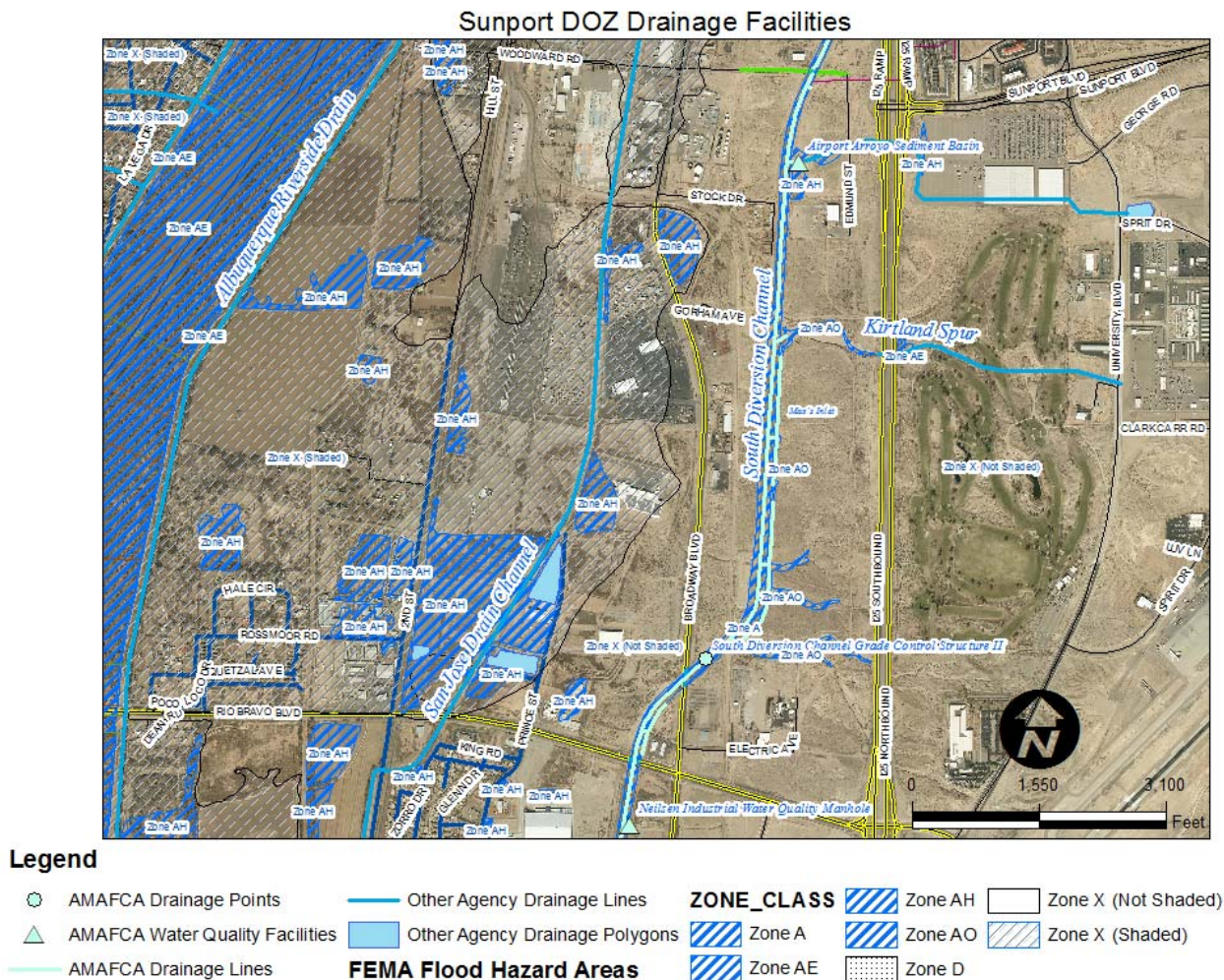


Exhibit G: Sunport Commerce Center Area Drainage Facilities



10.2.c Middle Rio Grande Conservancy District (MRGCD)

The Middle Rio Grande Conservancy District (MRGCD) is a political subdivision of the State of New Mexico and is governed by New Mexico State Statutes NMSA 1978, Chapter 73. The NM Legislators created MRGCD by the Conservancy Act of 1923. The MRGCD extends from Cochiti Dam to the north boundary of Bosque Del Apache National Wildlife Refuge. The "Middle Rio Grande Conservancy District (MRGCD) operates, maintains and manages irrigation, drainage, and river flood control in the Middle Rio Grande Valley, promotes efficient and responsible water management, protects the environment, wildlife and endangered species in cooperation with other local, state and federal agencies, and provides multi-use recreational opportunities within the Middle Rio Grande Valley".

The San Jose Drain is an MRGCD drainage facility that runs through the Sunport Commerce Center DOZ area. The original purpose of this facility was to control the water table allowing adjacent land to continue to function as agricultural land. Currently MRGCD has an existing agreement with the City of Albuquerque (City) that allows the discharge of Stormwater into the drain. The agreement also assigns maintenance responsibility to the City. The San Jose Drain, like other stormwater channels, discharges directly to the Rio Grande, without treatment. (See Exhibit H).

Development Regulations

MRGCD typically reviews Bernalillo County subdivisions, land use, and building permit requests in which their regulations may be included as conditions or requirements. MRGCD will enforce such requirements at the time of subdivision and/or building permit approval. For the Commerce Center, encroachments into the right-of-way and new direct discharges into the San Jose Drain from adjacent properties are prohibited. Prior to allowing new stormwater discharge into the Drain, the capacity of the drain must be determined through a formal study. While these regulations are typically implemented by the MRGCD at the subdivision stage, early communication with the MRGCD is recommended in order to attain proper site planning.



SUNPORT COMMERCE CENTER Design Overlay

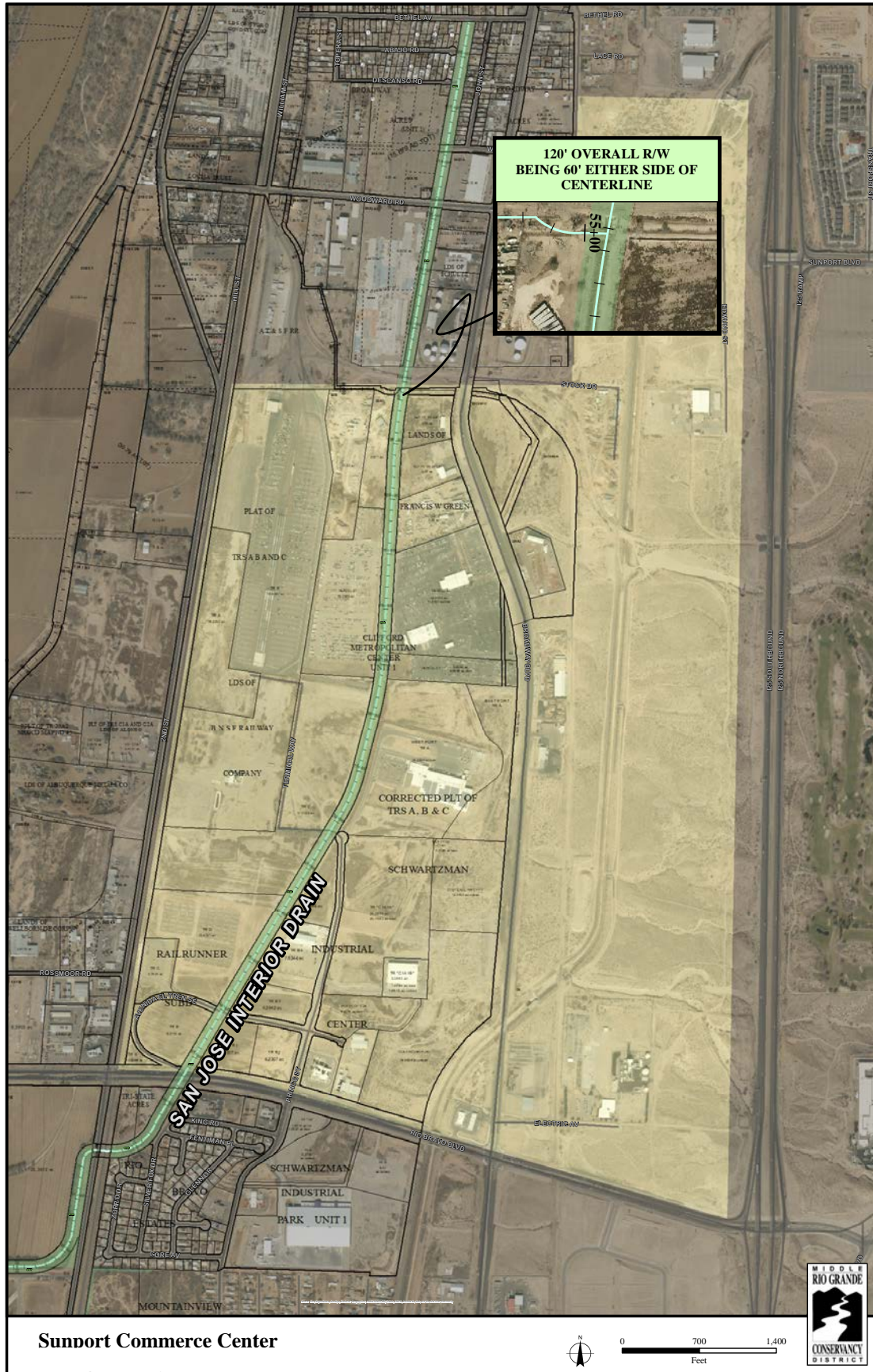


Exhibit H: Middle Rio Grande Conservancy District Drain



10.3 Natural Resources

This section provides a brief overview of existing US Environmental Protection Agency (EPA) Superfund sites in the plan area and also development requirements pertinent to Bernalillo County Natural Resources Department.

The industrial properties in the general area surrounding the DOZ, and also located within the plan boundaries, include some of the heaviest industrial uses in the County, including bulk fuel storage terminals, storage of organic solvents, and heavy manufacturing. Clean ups are monitored by the NM Environment Department (NMED) and the US Environmental Protection Agency, (EPA) with the intention of remediating these challenges to allow future industry and development to be able to reuse this already developed portion of the County. General concerns include a metal scrap processing facility, the ABC-WUA wastewater reclamation plant (located outside of the plan area), and petroleum and propane fuels storage. Of particular note are the two US EPA Superfund sites located within the DOZ boundaries.

EPA Superfund Sites

The 1-square-mile South Valley Superfund Site consists of two properties, the Univar site and the former Air Force Plant 83 site (called the GEA site). The GEA site is located at the far northwest corner of the DOZ. Chemical distribution and military activities contaminated groundwater with volatile organic compounds (VOCs). Ground water cleanup has been on-going since the mid-1990's. The site buildings were demolished in 2011. The long term remedy included the installation of monitoring wells, soil vapor extraction, and extraction and treatment of groundwater. The vapor extraction and shallow groundwater pump and treatment phase of the remediation is now completed. The deep groundwater pump and treatment activities are ongoing. Institutional deed restrictions have been applied to portions of the site. In 2018, the EPA initiated proposals to delist portions of the site, including the shallow groundwater system.

The 89-acre AT&SF Albuquerque Superfund Site is located in the west central portion of the DOZ boundaries. A wood-treating plant operated on site from 1908 until 1972. Operations used creosote and oil mixtures for manufacturing of pressure-treated wood products. Removal of sludge wastes was completed in 1999 and initial Remedial Action was completed in 2006. Current operations include extraction, treatment, and reinjection of treated groundwater. As of 2015, no major cap repairs have been necessary. The groundwater treatment system is operational and remediation efforts are on-going. All extracted Dense Aqueous Phase Liquids are disposed offsite.

In summary, Superfund Sites within the DOZ plan area are being remediated appropriately and in accordance with EPA standards.

Development Requirements

Bernalillo County Code Ordinances and requirements applicable to development in the DOZ are the Stormwater Quality Ordinance and the Section 30, Article VII Water Conservation Requirements . These standards are implemented at the time of development.

The NMED and the Albuquerque/Bernalillo County Air Quality Control Board are two other agencies with requirements for development in the DOZ. The Ground Water Quality Bureau Remediation Oversight Section of the NMED oversees cleanup of contaminated soil and groundwater in accordance with the Water Quality Act (Sections 74-6-1 through 74-6-17 NMSA 1978) and New Mexico Ground and Surface Water Protection Regulations (20.6.2 NMAC). These regulations require corrective actions to mitigate



damage caused by unauthorized discharges, and investigation and abatement of subsurface contamination in order to attain groundwater standards.

The Albuquerque/Bernalillo County Air Quality Control Board issues air quality permits to businesses in Bernalillo County in accordance with Albuquerque/Bernalillo County Air Quality Control Board regulations (20.11 NMAC). Permits include Fugitive Dust Permits, which manage dust at construction sites, and Stationary Source Permits, which regulate and limit emissions.

10.4 Electric Service

Public Service Company of New Mexico (PNM) is the sole provider of electric service for the area. PNM has multiple facilities in the proposed plan area. Currently, there are three transmission lines in an easement (west of Interstate 25), a generation facility, and distribution facilities throughout the plan area.

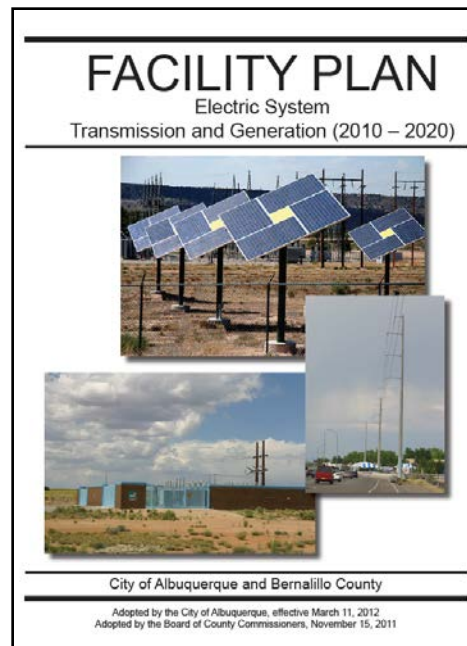
PNM is obligated to meet future customer needs for electrical service, provide system reliability, and operate safe facilities. Actual load growth may vary from projections due to economic cycles, land use zoning changes, or other factors. New system facilities, including transmission lines, switching stations, and substations will need to be constructed to meet future demand for electrical service, replace aged infrastructure and to enhance reliability in the coming years. Improvements to the distribution system also are expected. PNM's electric transmission and generation facilities are governed by the adopted *Facility Plan Electric System Transmission and Generation (2010-2020)*. Electric distribution development is guided by PNM's Electric Service Guide.

Requirements

PNM requires that any screening of ground mounted equipment should be designed to allow for access to PNM utility facilities. It is necessary to provide adequate clearance of 10 feet at the front of the equipment and a minimum of 5 feet surrounding both sides and the back of all ground-mounted utilities for safe operation, maintenance and repair purposes.

The following is a guide regarding placement of trees next to PNM facilities:

- The larger the tree, the farther it should be from a power line.
 - Small variety trees: (under 25 feet high at maturity) should be 15 feet from power lines.
 - Medium variety trees: (approximately 25 to 40 feet high at maturity) should be at least 30 feet from power lines
 - Large variety trees: (over 40 feet high at maturity) should be at least 40 feet from power lines.





10.5 Air Facilities

The DOZ plan area is near the Albuquerque International Sunport and the Kirtland Air Force Base. Properties may be impacted by noise, fumes and vibration. Residential uses are discouraged. The airport area is currently experiencing extensive growth.

The Sunport is located within the City of Albuquerque and is the principal airport in the State of New Mexico. Served by eight commercial carriers, it offers nonstop service to 24 cities. The airport shares its runways with Kirtland Air Force Base. The Federal Aviation Administration (FAA), Transportation Security Administration (TSA), the National Weather Service and the U.S. Postal Service are also located at the airport. The airport is an important economic driver in the region and state, directly hiring over 3,000 people and responsible for 1.9 billion in economic output. In addition, the airport can be credited for the maintenance of 20,000 jobs directly or indirectly related to the facility (source: abqsunport.com).



The *Aviation Center of Excellence* (ACE), as noted in the Economic Development Section of this document, is a notable current airport development project promoting an industrial park complex on approximately 60 acres located at the corner of Gibson Blvd. and Girard Blvd. This City development project is subject to design standards approved with a master plan.

A Joint land Use Study (JLUS) was completed in 2010, for KAFB, the City of Albuquerque, and Bernalillo County, to promote collaboration between military commanders and local leaders in order to ensure compatible development near military installations. The Sunport Commerce Center DOZ is located within a Kirtland Air Force Base Military Influence Area (MIA). As such, the County is expected to notify Kirtland Air Force Base of development activity that requires notification within the MIA.

Development Requirements

Developers within the Sunport Commerce Center Design Overlay Zone are encouraged to verify with FAA regarding any possible height restrictions by filling out Form FAA 7460-1 - NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION on the FAA website form at: <https://www.faa.gov/forms/index.cfm/go/document.information/documentID/186273>. KAFB and City Aviation may provide comments for development proposals in Bernalillo County within the aviation area.



11.0 Railway

A rail line runs through the DOZ plan area (see Map Exhibit I). This provides many economic development opportunities for transit and shipping. The line is jointly utilized by Rio Metro and BNSF. A spur is located in the plan area with a possible connection to the Sunport South Industrial Park.

11.a. Rio Metro Regional Transit District and the Bernalillo County Rail Runner Station

According to their website, “the Rio Metro Regional Transit District (Rio Metro) is the primary regional transit provider for Bernalillo, Sandoval and Valencia counties, offering transit service between municipalities and across county lines. Rio Metro, manages the New Mexico Rail Runner Express commuter rail and operates and/or funds select bus routes in the three-county area.” Rio Metro, a part of the Mid Region Council of Governments (MRCOG), is governed by a board of directors made up of local government officials in Bernalillo, Sandoval and Valencia Counties. Rio Metro serves as the administrative entity responsible for the oversight, maintenance and day to day operations of the New Mexico Rail Runner Express on behalf of the New Mexico Department of Transportation (NMDOT).



The Bernalillo County International Sunport Rail Runner Station, owned by the NMDOT but operated and maintained by Rio Metro, is located within the Sunport Commerce Center DOZ; it is an area located on 2nd Street, north of Rio Bravo Blvd. This Bernalillo County Rail Runner Station provides rail access to passengers coming from and going to Valencia, Bernalillo and Santa Fe counties. At this station there are connections to both an Airport Shuttle and to an ABQ Ride fixed bus route. The ABQ Ride Route 222 provides access to the VA Hospital, Kirtland Air Force Base and the airport business district.

In FY2018, there were a total of 27,053 trips recorded at the Bernalillo County Rail Runner Station compared to 291,601 trips at the Downtown Albuquerque Station. However, future growth in the region will increase the demand for travel at the Bernalillo County Station. The Mid-Region Council of Governments projects growth in Valencia County over the next 25 years to increase 65% and employment by 64% due to the presence of a UNM campus and several large employers like Facebook.

Of significance, the boundaries of this *Bernalillo County/International Sunport Station Area Sector Development Plan* (aka TOD Plan) overlap with a portion of the boundaries of the Sunport Commerce Center Design Overlay Zone (see Exhibit D Map). As stated in Section 3.3 of this plan, property owners within the TOD Plan have the opportunity to request the optional SD/MV-TOD zone category. While the

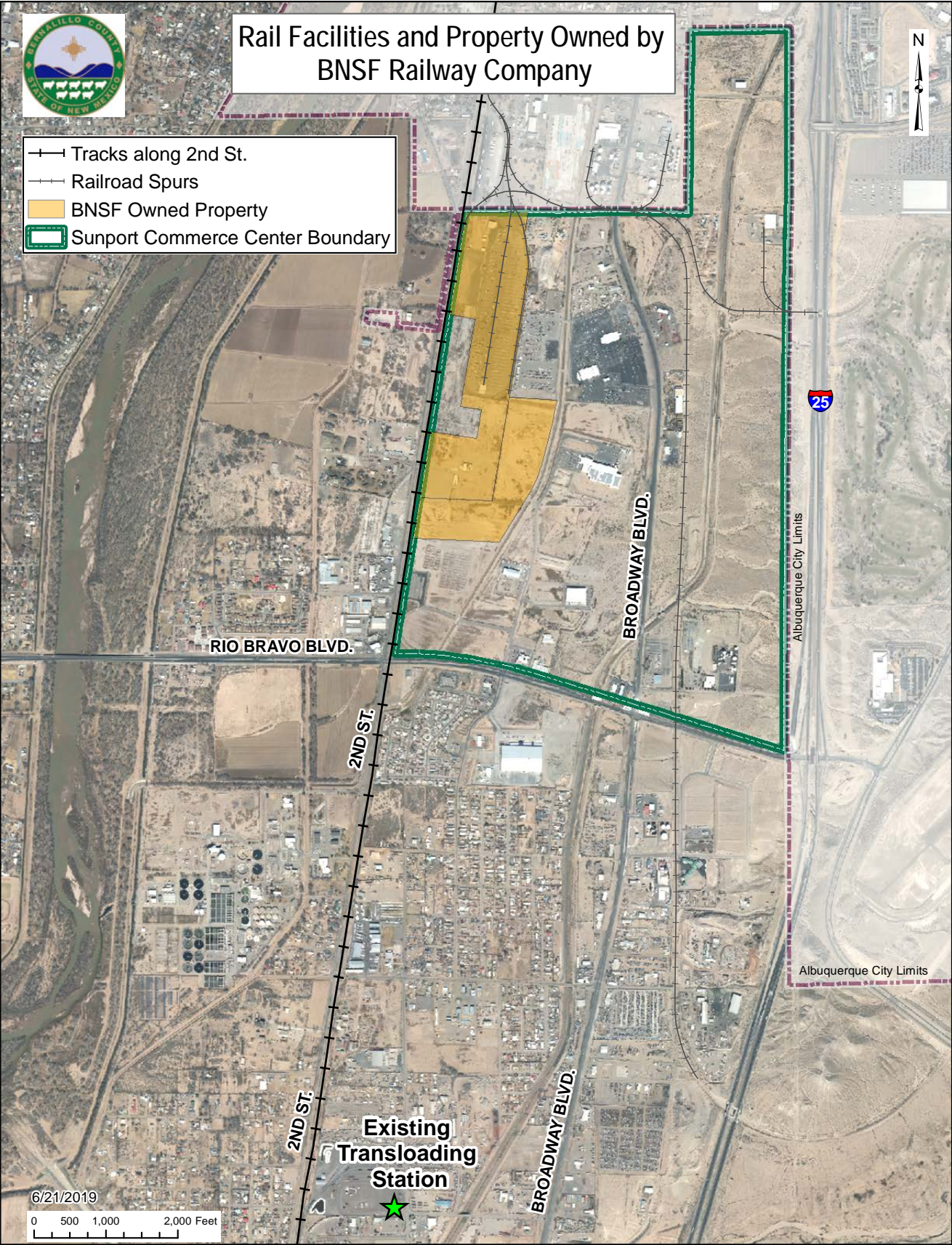


Exhibit I: Rail Facilities owned by BNSF Railway Company



current M-1 and M-2 Zones in the plan area do not allow for residential uses, a zone change to the SD/MV-TOD zone would allow for residential uses such as townhouses and apartments. To date, there has been one request for this optional zone category within the TOD Plan boundaries. MRCOG also provides comments for development applications in Bernalillo County. Such comments relate to the Long Range Roadway System (LRRS).

11.b BNSF Railway

The Burlington, Northern and Santa Fe Railway Company (BNSF) operates facilities along the rail and owns land in the plan area. Operating for more than 160 years, the Burlington, Northern and Santa Fe Railway Company (BNSF) is responsible for 32,500 miles of rail network running through twenty-eight US states and two Canadian provinces. BNSF originates, terminates or operates trains through communities of all sizes and shapes throughout the western two-thirds of the United States.

Railway and railway spurs have an important presence within the Sunport Commerce Center DOZ area. While the State of New Mexico owns the main railway running parallel to 2nd Street, along the western edge of the plan area, this railway is also subject to federal regulations. BNSF runs their freight along this railway to serve their customers. Hence, the service that BNSF provides to customers is adjusted to give priority to the NM Rail Runner passenger train schedules during the day. It is important to note that the existing spurs running within and through the plan area are currently underutilized.

As a significant landowner in the plan area, BNSF owns 37 acres of vacant land and a 75-acre parcel, where railcars full of automobiles are either loaded or unloaded for distribution. This auto facility is located in the County and is physically linked to an intermodal facility located within the City of Albuquerque jurisdiction adjacent and north. Hence, BNSF is a significant private owner with an economic and physical presence in the DOZ plan area and larger Albuquerque region.

BNSF operates a network of Transloading facilities throughout the country. The New Mexico Transloading LLC is located at 5101 Williams Street SE, approximately 1.5 miles south of the plan area. This BNSF service allows customer's freight to enter a transload facility where it is moved from the railcar into a truck and delivered to its destination. Among other benefits, this service allows customers to obtain the cost convenience of using individual railcar service without having to have a rail-served facility. In all, BNSF has several intermodal facilities in the larger region including the facility in Albuquerque, a facility in Phoenix and another facility in El Paso, TX, which serves the US-Mexico border.

BNSF's right-of-way along the existing railway has potential implications for private and public developments. Developers should be mindful of the presence and impact of rail and possible requirements. For more information regarding BNSF standards, please refer to the following BNSF Railway internet link:

Public Projects Manual - <http://www.bnsf.com/in-the-community/pdf/public-projects-manual-mtm.pdf>



12.0 Economic Development Opportunities

The Heavy Industrial (M-1) and Light Industrial (M-1) Zoning, the surrounding transportation networks (rail, airport, highway, state roads), and the existing infrastructure position the plan area as a significant commercial and industrial infill project and potential employment hub that could provide opportunities for county residents as well as residents of the larger Albuquerque region. While there may be some challenges to overcome in the development process, there are also great opportunities in the plan area. The following outlines significant economic development opportunities that are within or are nearby the plan area.

Albuquerque Sunport Investment District

First, the Sunport Commerce Center has a strong potential to link to the Albuquerque Sunport Investment District (See Exhibit J). This district is a hub for global technology business investment with the following benefits to industry and commerce located within its boundaries:

- Expands the ABQ region's domestic and international connectivity
- Provides potential for multi-modal commerce center for air, highway, rail (with connections to west coast and Gulf seaports)
- Provides strategic air and ground connectivity; supports Sunport route development
- Leverages the region's strength in research and technology
- Attracts investment in technology sectors requiring high-velocity product movement
- Capitalizes on region's overall cost and regulatory competitiveness and integrated transportation and logistics capacity
- Offers modern and ready property assets with both on-airport and off-airport properties
- Integrated worker training and research collaboration
- Special incentives customized to the Investment District

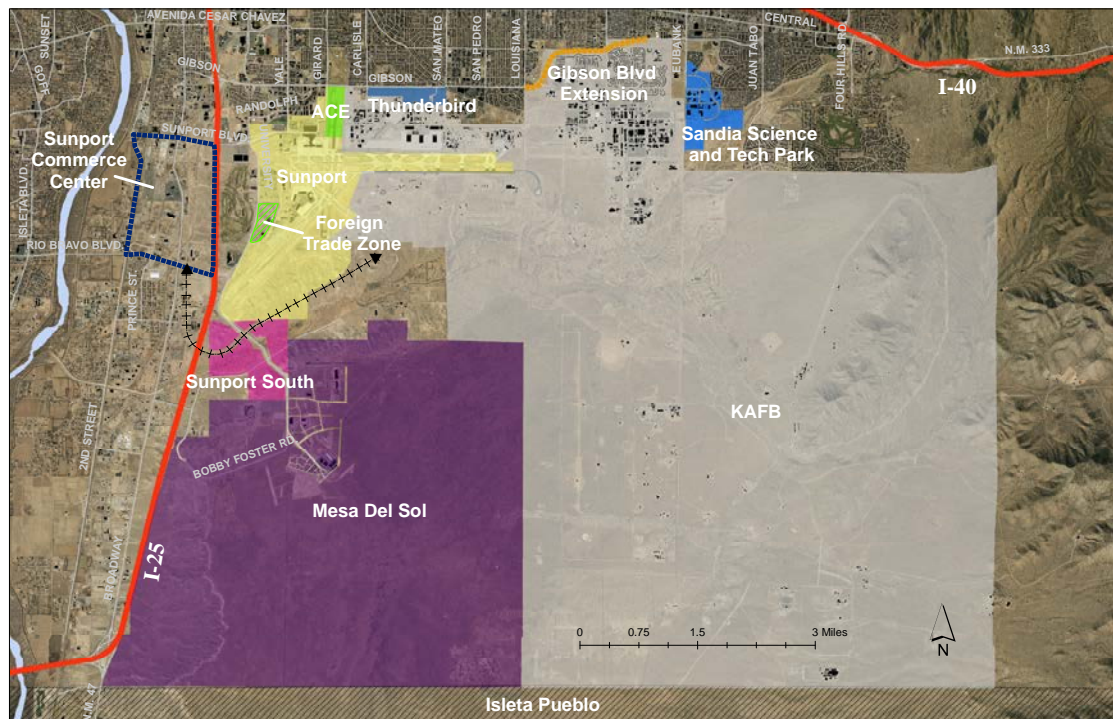


Exhibit J: Proposed Sunport Investment District. Source: Albuquerque/Bernalillo County International Trade Alliance



Sunport South Business Park

Located just over a half mile southeast of the plan area, ground has been broken to begin preparing sites for development of the 330-acre, master planned, Sunport South Business Park. This project will prepare tracts, ranging in size from 10-69 acres, for development of distribution and manufacturing facilities that will have access to the I-25 freeway, Sunport International Airport and possibly to rail spurs. This project will establish utilities and vehicular access throughout the park.

Free Trade Zone (FTZ)

The Sunport Commerce Center Design Overlay Zone is located adjacent to Foreign Trade Zone 110, and within an alternative plan area with all the benefits of an FTZ.

Albuquerque/Bernalillo County International Trade Alliance

Provides assistance to businesses in having access to global markets.

Industrial Revenue Bonds (IRB's) in the Plan Area

Several properties in or nearby the plan area have Industrial Revenue Bonds (IRB's). Bernalillo County Economic Development Department has incentives for companies and businesses to locate in the unincorporated area of the County. The following three businesses have taken advantage of Industrial Revenue Bonds in recent years. U.S. Foods Service is located within the plan area and Admiral Beverage and Wagner Equipment are located just south of the plan area. This program enables property tax exemptions on land, buildings and equipment.

Companies Within and Near the Sunport Commerce Center Design Overlay Zone with IRB Status

Applicant	U.S. Foodservice, Inc.	Admiral Beverage Corporation	Wagner Equipment Co.
Address	3700 Prince St SE	3980 Prince St SE	4110 El Rey Rd SE
Project Type	Industrial Revenue Bond (IRB)	Industrial Revenue Bond (IRB)	Industrial Revenue Bond (IRB)
Funding	\$53,000,000	\$30,000,000	\$100,000,000
New Jobs	35	20	100
Term	30 Years	30 Years	30 Years
Project Use	Warehouse/Distribution	Warehouse/Distribution	Manufacturing, Repair, Retail
Fiscal Year	2011	2013	2016

Source: Bernalillo County Economic Development website

The plan area is located near other nodes of economic activity including the Albuquerque International Sunport and ACE Development, Kirtland Air Force Base, Sandia National Laboratories, the Sandia Science & Technology Park, New Development MaxQ @ Kirtland, and Mesa del Sol. The Sunport Commerce Center is another node of activity that can be a part of these existing economic development opportunities.

Other Economic Development Tools

Other Bernalillo County programs available to businesses and companies include Local Economic Development Assistance (LEDA), Gross Receipt Infrastructure projects, and Impact Fee Waivers. The State of New Mexico also has several economic development programs including Local Economic Development Assistance (LEDA), Job Training Incentive Program, High Wage Jobs Tax Credit, Renewable Energy Tax Credit, and Rural Jobs Tax Credit. For more information on these programs visit Bernalillo County Economic Development Department website at <http://www.bernco.gov/economic-development/default.aspx>.



13.0 Parks & Recreation

There are various facilities near the plan area where agencies have stated preferences regarding the provision of recreational facilities and services. The Bernalillo County Parks, Recreation and Open Space (PROS) Plan is a master plan adopted in 2015. The Valle de Oro is a federally designated National Wildlife Refuge located south of the DOZ. These entities have an interest in not only strong viable connections to their facilities, but also for quality land development that will complement their facilities.

13.a Bernalillo County Parks and Recreation

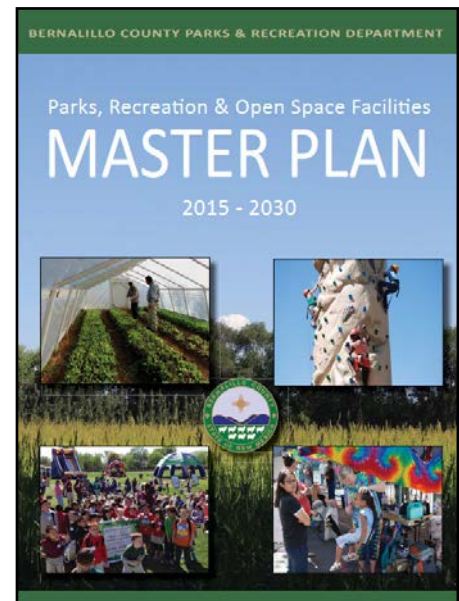
The PROS Plan identifies nine Neighborhood Community Areas (NCA) for the planning and prioritization of parks and recreation facilities. The Sunport Commerce Center Design Overlay Zone (DOZ) is located within the Mountain View-Mesa del Sol NCA, which stretches from Sunport Boulevard and Woodward Boulevard in the north to the Pueblo of Isleta in the south, and from the Rio Grande Bosque in the west to the Kirtland Air Force Base in the east. Mountain View-Mesa del Sol NCA amenities and facilities that are relevant and in close proximity to the Sunport Commerce DOZ include:

- Valle de Oro Wildlife Refuge, an open space facility
- Mountain View Community Center
- Ambassador Edward L. Romero Park
- 2nd Street SW Corridor improvements, providing access to the Wildlife Refuge

The PROS community input process has identified a desire for various facility improvements. These include expansions and new amenities at the existing Mountain View Community Center, development of a new neighborhood park between the community center and Mountain View Elementary School, and continued implementation of the Valle de Oro Refuge Master Plan. For more information about the PROS plan, visit the County Parks and Recreation website at <https://www.bernco.gov/community-services/master-plans-for-parks-open-space-and-trails-pros-plan.aspx>.

13.b. Valle de Oro Wildlife Refuge

The Valle de Oro Wildlife Refuge is approximately a ten minute drive south of the Sunport Commerce Center along the Second Street corridor. It is located west of 2nd Street and east of the Bosque and is on land that had been a former dairy farm. It is part of a National Wildlife Refuge system, a national network of lands and waters managed for the benefit of wildlife, habitat and the people. In coordination with the Bernalillo County, the federal government established Valle de Oro in 2012 in recognition of the importance of having a wildlife refuge in an urban setting. The refuge aims to reconnect



Valle de Oro Wildlife Refuge. Source: PROS Master Plan, 2015-2030.



people, especially young people to the natural world.

The Valle de Oro Wildlife Refuge master plan calls for supporting local food and agricultural uses, the cultural heritage preservation of the Milking Barn, and the installation of a future visitor center and a series of mobility projects. Mobility projects at the refuge include the Valle de Oro Paseo del Bosque Extension, Valle de Oro-Rio Grande Pedestrian-Equestrian Bridge, and the 2nd Street Paved Multi-Purpose Trail.

There are various trails projects, both proposed and currently underway, to enhance multi-modal connections through the Sunport Commerce Center DOZ plan area, and from the plan area to other amenities like the Valle de Oro Wildlife Refuge. The County has plans for a trail along the South Diversion Channel and, as a lower priority, along the San Jose Drain. For more information about current and planned trails projects refer to the *Sunport Commerce Center Transportation Plan*.



Plans for future visitor center at Valle de Oro National Wildlife Refuge.



The Sunport Commerce Center Design Overlay
was prepared by:



Bernalillo County
Planning and Development Services